The Mining Journal
RAILWAY AND COMMERCIAL GAZETTE:
FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 310.—Vol. XI.] LONDON: SATURDAY, JULY 31, 1841. [Price 6d.

IN CHANCERY.
WILLIAM RADCLIFF, ESQ., AND OTHERS, Plaintiffs;
MARY LEIGH AND ELEANOR WARD, Defendants.

PURSUANT to my report made in this cause, bearing date the 3d day of July instant, under an order made in this cause, bearing date the 21st day of April, 1841, and which report stands duly confirmed, I will on Saturday, the 7th day of August next, at my office, on the Inns Quay, in the city of Dublin, at One o'clock in the afternoon, set up, and LET by PUBLIC CANT, to the highest and fairest bidder, for the term of twenty-one years, the MINES and MINERALS in the LANDS of KILMACRA and BOLAGH, situate, lying, and being in the county of Wicklow, mentioned in the leases of the 16th February, 1746, and 13th November, 1752, containing, in the whole, 270 acres, be the same more or less, as now in the occupation or possession of the representatives of Mark Richardson and John Revell. WILLIAM HENN.

Dated this 9th day of July, 1841.

The mines in said lands of Kilmacra and Bolagh are in the immediate neighbourhood of Cronebane and Connorree Mines, in said county, and are supposed to be a continuation of said last mentioned mines, which are now worked, and producing large and ample profits.

The said mines and minerals will be let, subject to the usual clauses and covenants in mining leases of that description contained; and in particular, that the lessee or lessees shall, immediately after the execution of the lease, begin to search for, and duly proceed in the working of said mines, and continue during the term of the lease, as well in winter as in summer (unless prevented by some inevitable accident), with such a competent number of workmen as shall be specified at the time of the letting, in the best and most effectual manner, according to the usual course and practice of carrying on and working mines with effect, for the space of 150 days at least in each and every year during said term, under penalty of forfeiture of the lease.

For further particulars apply to James Ball, Esq., the receiver, No. 28, Clare-street, Dublin.

PERIODICAL SALE.

CORNWALL.—VALUABLE TIN AND COPPER MINES, STEAM-ENGINE, AND OTHER MACHINERY AND MATERIALS, in the parish of Gwinear, Cornwall.

MESSRS. SHUTTLEWORTH and SONS are instructed to SELL BY AUCTION, at the Mart, on Friday, August 6, at Twelve, instead of July 8, as previously advertised, and postponed on account of the elections, all that EXTENSIVE TIN AND COPPER MINE, called TREVASKUS, situate in the parish of Gwinear, in the county of Cornwall, worked and carried on under or by virtue of several setts or licenses for several terms of twenty-one years, of which sixteen years are unexpired, and the liberties, licenses, powers, and authorities thereby granted.—And also, the STEAM-ENGINE, which is nearly new, and of the best construction, and having a 60-inch cylinder, together with the STAMPS, and the various other MACHINERY, MATERIALS, HALVANS, and EFFECTS, now being upon, and belonging to, the said mine.

And, at the same time, will be offered for SALE, the SETT or LICENSE of the PROMISING PIECE of GROUND which adjoins the Trevaskus Mine on the east, but is as yet unworked by the adventurers, who have only recently obtained the sett, which is granted for a period of twenty one years. This piece of ground is considerable in extent, and, as regards its appearance and situation, is a desirable and valuable appendage to the Trevaskus Mine. That the ore which has been produced from this mine is of a superior and the finest quality, is well known, and its value is fully appreciated at the public ticketings, where it always fetches a high price. The mine has been worked by a highly respectable and responsible company of adventurers, at an outlay of upwards of £32,000, and £16,000 worth of ore and upwards has been raised within about a period of five years. Several of the present adventurers consider the investment so desirable, that they are anxious to continue their interest in the mine, and they will take shares in any company that may be formed.

Further particulars may be obtained on application to Captain John Lean, on the mine; of Messrs. Paul, Smith and Roberts, solicitors, Truro; at the Mart; of Messrs. Adlington, Gregory, Faulkner, and Follett, solicitors, 1, Bedford-row; and of Messrs. Shuttleworth and Sons, 78, Poultry.

VALUABLE COPPER AND LEAD MINES IN THE COUNTY OF MERIONETH.

TO BE SOLD, BY PRIVATE CONTRACT, all those the mines of copper and lead ore, and all other ore, metal and minerals, and useful earths in, upon, or under a farm, commonly called or known by the name of CWM HESIAN UCHA, situate and being in the parish of Llanfachreth, in the county of Merioneth, and now or late in the occupation of Evan Jones. The above mines are held for the residue of a term of twenty-one years, of which upwards of sixteen years are unexpired, subject to the render or payment to the lessor of one ton in every nine tons of ore and other materials, washed, cleansed, and made merchantable, and subject also to the provisions usually inserted in leases of the like nature—together with the machinery set up and affixed for working the said mines, consisting of an excellent water-wheel, 24 ft. in diameter, 4 ft. 6 in., connected by rods with a 7-inch pump in the perpendicular shaft, sundry mining implements, smith's shop, bellows, &c., &c. A considerable sum of money has been expended in developing the mines, which are believed to contain considerable quantities of valuable metal, especially lead ore. To the capitalist the present affords a good opportunity for investment, and immediate possession may be had, and sufficient ore may be raised to pay cost in a very short time. For further particulars application may be made to Mr. R. W. Byers, Tremadoc, or to Mr. Jesse, solicitor, Manchester.

TO be DISPOSED OF, by PRIVATE CONTRACT, a SMALL BRASS and IRON FOUNDRY, in full work, with the Millwright and Engineering departments. For further particulars, apply to Messrs. C. Jarratt and Co., West Bridge, Leicester; Mr. T. Roberts, Pinmtree-street, Nottingham; Mr. G. Stevenson, Irongate, Derby; or Mr. J. H. Davis, 4, Crane court, Fleet street, London.

VALUABLE MINE MATERIALS, Tresamble Downs Mine, Gwennap, Cornwall.

TO BE SOLD, BY TENDER, an excellent 30 inch cylinder STEAM-ENGINE, with 12-ton boiler, balance bob, capstan, shears, about 70 fathoms 9, 10, and 11-inch pumps, windbores, working barrels, H-pieces, 170 fathoms 11-inch capstan rope, whim and other ropes, with a variety of MATERIALS, such as are usually found in a mine in full operation. The above are nearly all new, and well worthy the attention of mine agents and others.

For viewing the same, apply to Mr. Williams, at 23, Dunstanville-terrace, Falmouth; or, from eleven till three, daily, on the mine; and, for further information, to Messrs. Bull and Tilly, solicitors, Falmouth, to whom tenders, stating the highest price, in cash, for the whole, or any portion, must be sent, on or before the 14th of August next, shortly after which, the party whose tender may be accepted will have notice thereof.—Falmouth, July 28.

SHARE IN VALUABLE LEAD MINES.

TO BE DISPOSED OF, under an assignment for the benefit of creditors, ONE 14th SHARE in all those valuable LEAD MINES, situate and being in the Isle of Man, held under a lease from the Crown for an unexpired term of fourteen years, and extending over about 200 square miles of country, the whole of which is a mineral district. The mines are now producing about 2-4 tons of lead ore, rich in silver, per month, and which quantity is monthly on the increase, as several new and extensive veins have lately been discovered, and are now working upon—one in particular, in which the ore has been proved for a length of about 120 fathoms, and from three to four feet wide, nearly solid. The great Foxdale vein, which has been at work for several years, and intersects the island from sea to sea, being about sixteen miles in length, is from twelve to eighteen feet wide, and in several places where it has been intersected by another vein, it has produced ore throughout the whole width, in ribs, varying from six inches to four feet wide, solid. The deepest mine on this vein is now seventy-three fathoms, and the ore as strong as ever it was on the bottom, thereby proving the bearing of the veins to a great depth. The mines are now making regular and large profits, and will be sold so as to pay the purchaser a handsome per centage for his money. The Crown never disturb their mineral tenants, who work the mines effectually, as this company have done, and is now doing; there can be, therefore, no doubt about the renewal of the lease. The share, if required, will be subdivided, for the convenience of purchasers.

For further particulars, and to treat for the same, apply to Messrs. Roberts and Son, solicitors, Mold; or to Mr. William Jones, mining office, Chester.

TO IRONMASTERS, RAILWAY CONTRACTORS, COLLIERY AGENTS, AND OTHERS.

MALLEABLE IRON RAILS.—The GREAT NORTH OF ENGLAND RAILWAY COMPANY propose to SELL, by PRIVATE CONTRACT, the following quantity of IRON RAILS and CHAIRS, viz.:—30 tons of 22 lb. parallel bar; 350 tons of 50 lb. flange rail; 18 tons of 35 lb. ditto; with [illegible] chairs, from 7 to 14 lbs. each, suiting to the above rails.—For further particulars apply to Henry Whitwell, of Darlington, the company's resident engineer.

Darlington, July 14.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c., &c.:—

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

COMBMARTIN AND NORTH DEVON MINES.—The GENERAL ANNUAL MEETING of the shareholders in the above concern will be held at the Mine, on Wednesday, the 18th day of August next, at Twelve o'clock at noon. WILLIAM NEWTON, Secretary.

Combmartin, July 20.

DE DUNSTANVILLE COPPER MINING COMPANY.—Notice is hereby given, that a CALL of TEN SHILLINGS per share was this day made by the directors on the shareholders of the above mine, to be paid on or before the 2nd August next, at this office.

26, Birchin-lane, London, July 15.

HAYLE RAILWAY COMPANY.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the shareholders will be held at the office of the company, on Monday, the 9th day of August next, at One o'clock precisely, pursuant to the provisions of the Act of Parliament.

R. H. PIKE, Clerk of the Company.

Rectory-house, London-wall, London, July 29.

TREGOLLAN MINING COMPANY.—The directors of this company give notice, that, in pursuance of the authority vested in them by the resolution of a Special General Meeting of shareholders, held on the 14th day of October last, they hereby CALL for the further sum of TEN SHILLINGS per share, on account of the capital of this company, payable by two instalments of Five shillings each; the first to be paid on or before Monday, the 16th day of August next, at the London and Westminster Bank, Lothbury, and the second on or before Thursday, the 30th day of September next, at the same place.

By order of the board of directors,
SAMUEL BUXTON, Secretary.

Tregollan Mining office, 6, St. Mildred's-court, July 23.

TALACRE COAL AND IRON COMPANY.—TEN POUNDS REWARD will be PAID to any person who will DELIVER the ORIGINAL MINUTE BOOKS kept in London by, or on behalf of, this company, prior to Oct. 1839, and the LETTER BOOK of the company prior to the 3d of June, 1839.

W. H. ASHURST, 137, Cheapside, London,
Solicitor for several shareholders.

TALACRE COAL AND IRON COMPANY.—It is requested that any persons, who have purchased or advanced upon shares in this company, purporting to have had £50 paid up on account of them, and have been called PAID-UP SHARES, will communicate to Mr. W. H. Ashurst, solicitor, 137, Cheapside, London, what shares they hold, and the circumstances and representations under which they were sold or pledged. W. H. ASHURST, 137, Cheapside, London,
Solicitor for several shareholders.

TO RAILWAY COMPANIES AND IRON MANUFACTURERS.—LOSH, WILSON, and BELL beg to recommend to parties EMPLOYING or MANUFACTURING RAILS, their IMPROVED MACHINE for STRAIGHTENING RAILS, in which, by a simple and powerful application of the screw, the rail is rendered perfectly even, without being disfigured by hammer marks.—For terms and description apply to the makers.

Walker Iron Works, Newcastle, July 26.

TO COPPER COMPANIES, MINERS, AND OTHERS.

WATERSIDE PREMISES ABOUT TO BE LET.—Persons in the above trade wishing to form an establishment in London, will find these premises well worth their attention, having been fitted up and occupied for some years by an eminent house in the copper trade, consisting of well-arranged offices, and a warehouse of three floors.—For particulars apply at Mr. Johnston's office, Horse-shoe Wharf, No. 10, Upper Thames-street.

ANDREW SMITH'S PATENT WIRE ROPES, for standing rigging, lightning conductors, stropping of blocks, mining, railway, and general purposes; about half the size and weight of hempen ropes, and 25 per cent. cheaper. Testimonials to that effect, with specimens, may be seen, and every information obtained, at the office, 76, Old Broad-street, city; 69, Princes-street, Leicester-square; manufactory, Mill-wall, Poplar; and also of the following agents:—

Robertson and Co., 12, Goree Piazzas	Liverpool.
Matthias Dunn	Newcastle-on-Tyne.
Joseph Bothway	Plymouth.
John Thompson and Co.	Wigan.
J. T. Tregellas	Truro.
Thomas Mooney and Son	Dublin.
Perrin and Nolan	Wicklow.
Coates and Young	Belfast.
James Kibble and Co.	Glasgow.
James Gunn	Leith.
J. M. Beatts, Clements's-lane, High-street	Dundee.

This rope has been in use for standing rigging in her Majesty's Navy, and in a great number of merchants' ships, for upwards of five years, and is giving the highest satisfaction; the rope is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railroad, where its capabilities have been most severely tested, for although it has been in use upwards of ten months, and has travelled a distance nearly equal to the circumference of the earth, it is, to all appearance, as good as when first applied.

ASPHALTE BITUMEN WORK, Waterloo Saw-Mills, east of the Square Shot Tower, Commercial road, Lambeth.—JAMES HARVEY having executed works of considerable extent on the Blackwall Railway, Teignmouth Bridge, Devon, Northern and Eastern Railway, Finch's corn granaries, Rotherhithe, and at many other places, to all of which he can refer parties as to its efficacy, and his capability of laying the same down, begs to inform the public generally, that he is now prepared to give ESTIMATES for a fixed sum for any quantity of work. James Harvey begs to mention, that the pavements, terraces, garden walks, barn floors, stabling, warehouse-floors, and covering of arches, to prevent the percolation of water; and J. Harvey further begs to add, that flooring of this kind can be laid down at a cheaper rate than any other material, and will, with proper treatment, last a considerable time longer. Deals and timber sawn by machinery—also, blocks for street paving.

Just ready, in one large volume, 8vo.,

A HISTORY OF THE IRON TRADE, FROM THE EARLIEST RECORDS TO THE PRESENT PERIOD.
By HARRY SCRIVENOR, Esq., Blaenavon.
London: Published by Smith, Elder and Co., 65, Cornhill.

Just published, with twelve plates and wood-cuts, in 12mo., price 5s.

A DESCRIPTION of a series of GEOLOGICAL MODELS, illustrating the nature of stratification, valleys of denudation, coal seams, faults, or dislocations of the strata, intersection of mineral veins, &c.
By T. SOPWITH, F.G.S., &c., &c.
John Weale, 59, High Holborn.

Just published, 100 pp. 8vo., price 1s. 6d.,

GRIFFIN'S CATALOGUE OF CHEMICAL APPARATUS, RE-AGENTS, and MINERALS, containing descriptions of nearly Two Thousand Instruments, illustrated by Four Hundred and [illegible] Engravings, mostly from original drawings. Edited by JOHN J. GRIFFIN, Author of Chemical Recreations. With a list of the prices at which the Apparatus is sold by Griffin and Co., Glasgow, by whom the Catalogue will be sent, post free, on receipt of 2s., with an address.

NEWTON'S LONDON JOURNAL of ARTS and SCIENCES, for August.—No. CXVI., vol. XIX., Third Series. Illustrated with three plates, contains the following interesting specifications:—Bostron's pattern loom—Milner's fire safes—Fielding's horse-collars—Hebert's ditto—Davies's steam engine—Haine's ditto—Turner's ditto—Yates's boiler—Crosley's evaporating—Keelan's valve—Dale's mordant—Duff's ditto—Smith's drawing flax—Tilson's sheathing—Fuller's nails—Bush's calico printing, and Newberry's waterproofing—transactions of the Society of Civil Engineers—article, No. 3, on the engineering of the ancient Egyptians, by J. S. Perring, Esq.—scientific adjudication, Morling v. Kirby—list of patents, English, Irish, and Scotch—celestial phenomena, &c.

Published monthly, price 2s. 6d., by W. Newton, at the office for patents, 66, Chancery-lane, and Town Hall-buildings, Manchester; Sherwood and Co., Paternoster-row, and all booksellers.

THE INVENTORS' ADVOCATE, AND JOURNAL OF INDUSTRY; a WEEKLY BRITISH and FOREIGN MISCELLANY of SCIENCE, INVENTIONS, MANUFACTURES, and ARTS, is the most useful and comprehensive work of the kind published. It contains the scientific intelligence of the week; current information on railways and steam navigation; list of patents granted and expired; specifications and descriptions of new inventions; reports of scientific meetings, and original papers on manufactures and the arts; with a variety of information interesting to inventors and patentees. It is not only a journal of interest for the day, but forms a standard work of reference, valuable to persons engaged in scientific, manufacturing, and mechanical pursuits. Vols. 1, 2, and 3, neatly bound, are already published, and the 4th Vol. is now in course of publication.

The Inventors' Advocate, price Fourpence, postage free, is published weekly, by the proprietors, at the patent office, No. 120, Strand, London.

ROYAL CORNWALL POLYTECHNIC SOCIETY.—The NINTH ANNUAL EXHIBITION will take place at the Polytechnic Hall, Falmouth, on Tuesday, the 10th of August, and two following days. The members of the society, and holders of transferable tickets, will be admitted at Eleven o'clock, and non-subscribers at Twelve o'clock, on the first day, on presenting their tickets of admission at the door.—The exhibition will be opened at Ten o'clock on the following days, and close at Four.—The chair will be taken and the prizes awarded on the first day of the exhibition.—Competitors are divided into four classes:—

The first class consists of the members of the society, and of persons resident in the county, who may compete for prizes on paying 5s.—such payment entitling them also to a ticket of admission, at twelve o'clock, on the first day. Competitors of this class must attach to their performances two sealed notes (which may be had of Mrs. Trathan, or of any of the agents); each of them containing within the name and residence of the competitor, and on the outside some private mark, with the words, "Original" or "Copy," and (in paintings, &c.) "Professional" or "Amateur," as the case may be.

The second class consists of persons of the working orders.

The third class consists of schools for the higher branches of education.

The fourth class consists of schools for the children of the working orders.

The second, third, and fourth classes may compete for prizes without any payment, by stating the class, name, and residence.

All productions not stated to be "original" will be considered "copies."

Articles intended to compete for prizes must be sent in on Friday, the 6th, or Saturday, the 7th of August, after which time they cannot be received for competition.—Competitors of the second class, who have models of machinery, &c., to send, need not pay the carriage, if they direct their boxes with a card, which may be obtained from any of the agents. This card must be signed by a member of the committee, to whom the model must be submitted for approval. All other articles must be sent free of expense.—Those friends of the society who intend lending articles for exhibition only, will be kind enough to send them in not later than noon on Monday, the 9th of August.

Members may obtain their tickets on application to Mrs. Trathan, bookseller, Falmouth, where non-subscribers may procure tickets of admission for the first day, price 2s., and for the following days, price 1s.

Falmouth, July 19. ROBERT HUNT, Secretary.

Agents.—Mrs. Trathan, Falmouth; Mrs. Heard, Truro; Mr. Rodda, Penzance; Mr. H. Carlyon, Helstone; Mr. R. Bice, Redruth; Mr. L. Newton, Camborne; Mr. J. Drew, St. Austell; Mr. R. Esterbrook, Liskeard; Mr. R. White, Lostwithiel; Mr. Liddell, Bodmin.—An ordinary will be provided at Pearce's Hotel.

VALE OF NEATH AND SOUTH WALES BREWERY.
Capital £120,000, in 6250 shares of £20 each.
Dividends payable 10th of April and 10th of October.

DIRECTORS.

Joseph Stancomb, Esq.	George Walters, Esq.
William Brunton, Esq.	John White Little, Esq.
W. H. Buckland, Esq.	Joseph Rusher, Esq.

The increasing demand for the Vale of Neath ale and porter, both for home consumption and export, induces the directors to make a further issue of shares, in addition to the present paid-up capital of £[illegible].

Subscribers for shares may either participate in the current profits rateably with the original shareholders, or take a fixed and limited dividend of 8 per cent. per annum. The option to be signified at the time of subscribing. The amount of £20 per share may be paid promptly, or by three equal instalments, at intervals of three months. Subscribers will be entitled to benefit of the dividends from the time of payment.

Information relative to the trade and prospects of the concern will be furnished by the directors, at the Vale of Neath Brewery, Neath, Glamorganshire, to whom applications for shares may be made, or to Mr. G. W. W. Manes, 32, Bucklersbury, London.

LONDON AND COUNTY JOINT-STOCK BANK,
71, Lombard-street, London, July 28.

DIRECTORS.

Emanuel Cooper, Esq.	John Cuthbert Joyner, Esq.
William Cory, Esq.	Philip Perring, Esq.
William Evans, Esq.	Alexander Rogers, Esq.
Philip Frith, Esq.	Richard Springett, Esq.
William Hawes, Esq.	Clement Tabor, Esq.
Swynfen Jervis, jun., Esq.	John Wheelton, Esq.

At a meeting of the board of directors, held this day, at the Bank,
J. C. JOYNER, Esq., in the chair,

It was resolved,—That the board, deeply regretting the unexplained absence of Mr. Dighton from his duties since Wednesday last, hereby declare the office of General Manager to the Company vacant, and APPLICATIONS for the SITUATION of MANAGER may be addressed, under cover, to the secretary of the company, 71, Lombard-street.

That it is due to Mr. Dighton to state, that the effects of the bank are perfectly correct. By order of the board,
R. P. NICHOLS, Sec.

A COMPANY for ESTABLISHING RAILWAYS in IRELAND (under the Guarantee of the Counties, and under the Superintendence of a Board of Control nominated by Government).

PROSPECTUS.

The construction of a general and comprehensive system of railways in Ireland has of late years been universally regarded as a measure of vast importance to that portion of the empire, and is calculated to produce, by the employment of the population and the creation of an extensive, expeditious, and economical mode of conveyance, the greatest benefits to that country.

As a commencement of the system it is proposed, with the approbation of Government, but subject to the sanction of Parliament, to make the Southern Line in the direction indicated by the Report of the Railway Commissioners, and proposed by the Government in 1839, to Limerick, by way of Holy Cross.

The works to be executed by commissioners to be named by Parliament in the bill. A Board of Control to be constituted by Government to superintend and control the proceedings of the commissioners. For this purpose a capital of £1,200,000 is to be raised, under the direction of a committee on the part of the subscribers. The capital to be raised in shares or sums of £1000, £500, £200, and £100 each, on debentures, to be signed after the passing of the proposed Act of Parliament by two of the committee, and to be countersigned by two of the Board of Control. A deposit of £10 per cent. to be paid on the subscriptions being allotted, the remaining £90 per cent. to be paid in nine instalments of £10 each on the 15th January, the 15th April, the 15th July, and the 15th October, 1842, and the 15th January, the 15th April, the 15th July, and the 15th October, 1843, and on the 15th January, 1844. On non-payment of any instalment the previous instalments to be forfeited. The debentures to bear interest at 4 per cent. per annum, such interest to be guaranteed by Act of Parliament by a charge on the counties to be benefited by the measure in such proportions as shall be settled by the commissioners and approved by the Board of Control. The debentures may be, after payment of all the instalments, converted, at the option of the holders, into stock. The debenture and stockholders to form a corporation, and to be represented by a board of directors, and the committee to form the first board. In addition to the interest at 4 per cent. per annum, the debenture and stockholders to be entitled to half the surplus profits after payment of interest and all outgoings. The other half of the surplus profits to be appropriated, from time to time, for the benefit of the counties guaranteeing the interest, in proportion to their liability to the interest.

The commissioners to have the direction and execution of the works, the regulation of the tolls within limits to be fixed by the Act, and the entire management of and arrangements on the lines, when formed, subject to the control of the Board of Control, and to remit the interest, and half the surplus profits, half-yearly to the directors. The Act to contain powers to enable the commissioners to vary or modify the proposed line with consent of the directors, and subject to the approval of the Board of Control.

This plan having been based on the estimates of the railway commissioners, provision is to be made in the event of the estimates being exceeded, and any additional capital being required, to secure the same interest and profits to the company as they would have had on their original capital had no such additional capital been required.

RAILWAY COMMISSIONERS—NOMINATED BY GOVERNMENT.

Sir J. F. Burgoyne, K.C.B. | Richard Griffith, Esq., F.R.S.
Colonel Harry D. Jones, R.E.
(Being members of the Irish Railway Commission of 1836-38.)

DIRECTORS.

I. L. Goldsmid, Esq., F.R.S. | John Abel Smith, Esq., M.P.
Mr. Alderman Thompson, M.P.

BOARD OF CONTROL.

(To consist of noblemen and gentlemen to be named by the Government, and appointed by the Act of Parliament.)

BANKERS.

Messrs. Smith, Payne, and Smiths.

STANDING COUNSEL FOR THE COMPANY.

Francis Henry Goldsmid, Esq., [illegible] Inn.

SOLICITORS.

William Stevens, Bedford-row, London. | M. Darlington, Son, and [illegible], Dublin.

*** Persons desirous of subscribing may apply, by letter, to Messrs. Goldsmid [illegible], and Thompson, [illegible] Exchange, City.

LAW INTELLIGENCE.

BREACH OF AGREEMENT IN A MINING LEASE.

COURT OF CHANCERY—JULY 24.

MOORE v. GOULD.—This bill was filed for the specific performance of an agreement for a mining lease of manganese ore and other minerals on the Colquite farm, at Callington, in Cornwall. The main objection to taking the lease, alleged by the defendant, was, that there has been two agreements, of which the first stipulated that the manganese pits, to which alone it referred, should be filled up by the lessee. The second agreement applied to manganese, copper, lead, silver, and all other minerals; the manganese lying near the surface, the others deep, and the expense of filling up being much increased.—Mr. GIRDLESTONE and Mr. TEED, for the plaintiff, said the agreement was very clear.—Mr. TURNER and Mr. BACON urged the objection, as stated above.

The LORD CHANCELLOR said, no case had been made against the lease, and specific performance must be decreed. Neither the custom of the country, nor the stipulation for usual covenants as to other matters, could weigh against an unambiguous provision in the agreement as to filling up all the pits.

LIABILITY OF SHAREHOLDERS.

COURT OF REVIEW—JULY 28.

EX PARTE WOOD IN RE WEBSTER, A BANKRUPT.—This bankrupt had the misfortune to be a shareholder in an unsuccessful joint-stock banking company, called the Imperial Bank of England, which long since fell into a hopeless state of insolvency. Mr. Webster happened to be one of the few shareholders who were possessed of any considerable property, and against him a fiat was issued in November, 1839, upon a bill of exchange endorsed by the banking company, as a separate fiat issued by a joint creditor. During the administration of the estate under this commission, the bankrupt died, and this petition was opposed by his executor.

Mr. SWANSTON (with whom was Mr. Anderdon) stated this to be a petition by certain joint creditors, praying an order declaring the joint creditors entitled to receive dividends out of a large surplus fund remaining after paying 20s. in the pound to the separate creditors. In "*Ex parte* Marston" (1 Mont. and Chitty, 576), the liability of each shareholder in a joint-stock company was held subject to the same rules as in cases of ordinary partnerships. This decision had been mainly confirmed in "*Ex parte* Wood" (1 Mont., Deacon, and De Gex, 99).

Mr. RUSSELL (with whom was Mr. Roll), for the representative of the bankrupt, contended that there existed no precedent for the allowance of such an order. The petitioner was himself a shareholder, and on the issue of the fiat against this bankrupt, he and other creditors of the bank went in and proved under the authority of the 6th section, which allowed them a voice in the granting a certificate, but without interference in the choice of assignees. There being joint assets and solvent partners, the petitioners had no right to call for a distribution of the surplus of this separate estate. The joint estate was not under administration in bankruptcy, but was in course of administration in the Court of Chancery. There were numerous solvent partners amongst the number of 650 shareholders, to whom no application had been made, against whom no proceedings had been enforced, and the present application was, at least, premature.

Sir J. CROSS said, this question had become, since the extensive establishment of joint-stock banks, of a vast deal more importance than before, and it appeared but too probable that similar cases would often occur. The pressure of the law might appear hard upon a man solvent in other respects, if not unfortunately joined in a banking co-partnership; and though he entertained at present no doubt upon the case, he would take a little time for further consideration of so important a matter.

ELLENGLAZE MINE.

STANNARIES' COURT, CORNWALL—JULY 20.

FERRIS v. ATKINSON.—Mr. Stokes and Mr. Bennallack for plaintiff, Mr. Hockin and Mr. Simmons for defendant. In this case the jury was empannelled to try two issues on the equity side of the court. The first was to try a question of considerable importance, whether any custom of the Stannaries existed by which, after a *bond fide* sale of a mine with its ores, materials, and machinery, the mine, materials, and machinery, still remained liable for satisfaction of debts contracted by the original adventurers—whether, after one set of adventurers had sold a mine and materials, the creditors of that old set of adventurers had a right to come on the mine and materials, when in possession of a new set of adventurers, for payment of their claim. The second issue was whether there was fraud, bad faith, or gross negligence on the part of the defendant, in the purchase of Ellenglaze Mine, so as to render the purchase fraudulent and void, and whether the defendant Atkinson had, at the time of his purchase of the mine, notice of Ferris's debt, or but for fraud or gross negligence on his part might have had such notice.

Mr. SYMONS addressed the jury at considerable length, in support of the affirmative of the first issue, in order to show the reasonableness of the custom, and also that it was consistent with the practice of the court under former Vice-Wardens.

Documentary evidence, from the records of the court, was put in, and Mr. John Tippet, formerly clerk to the late Mr. John Edwards, secretary to the Vice-Warden, was examined as to the practice of the court, and as to the opinions of Mr. Vice-Warden Vivian and Mr. Vice-Warden Thomas.

On the second issue, evidence of many witnesses was gone into at great length, to show that the sale at which Atkinson, by his agent Mr. Athey, bought the mine of Mr. Henry Fuweil Stephens, had not been properly advertised in the newspapers, nor made known by posting bills; that it had been held in the parlour of a public-house at Calbert, instead of on the mine, as had been announced in the few hand-bills that had been printed, together with other circumstances connected with the sale and transfer.

With regard to the first issue, the VICE-WARDEN directed the jury that there was "no evidence of any custom so wide as to say that the goods of a buyer should be sold to pay the debts of a seller, after a good, valid, and honest sale;" and his honour added, that if he had had the same evidence laid before him which had now been submitted to the jury, he should not have troubled them to decide upon it. His humour, in concluding his summing up, said, whatever the result might be, he thought the issue notified to the county would be exceedingly beneficial. It would teach mining creditors not to be remiss in asserting their rights. It would also teach purchasers of mines that they must take good care what they purchase, and that they must look to the books of the mine. And this was for their own benefit; for their purchase may be impeached, litigated, and disputed, unless they had good evidence not only of great caution in themselves, but also of due and sufficient publication in the county. If these effects were produced, the rights of the creditors would be supported, and the rights of mining adventurers also.

The jury, after some consultation, returned a verdict for plaintiff on the second issue, and said there was no evidence to establish the custom contended for in the first issue.

CAUTION TO SPECULATORS—SHEFFIELD RAILWAY.

INSOLVENT DEBTORS' COURT—JULY 29.

THE SHEFFIELD RAILWAY COMPANY v. G. VERNER.—This case excited considerable interest, it being a rare instance of an opposition in this court by a railway company against an insolvent.

Mr. NICHOLLS (who appeared for the company) first called the solicitors, who put in the record of the action by the company against the insolvent, brought the 25th January, 1841, which was brought in debt for seven calls, to which the insolvent pleaded that he never was indebted, and upon which issue was joined. The cause was tried at the Liverpool Assizes, when the company obtained a verdict for 941*l.* 14*s.*—costs 149*l.* 10*s.*, which, had judgment gone by default, would not have amounted to more than 16*l.*—(The assignment of the shares to the insolvent was produced, dated Dec. 4, 1837.)

The insolvent, on his examination, stated that he was ruined by the Railway Company. He had carried on business since he had been cast on bail, but it was in his mother's name; he contended that the Railway Company had no claim upon him, as he had taken the shares in trust, but he admitted that he had offered the company 300*l.* to compromise him; he considered that he had been victimized; he attributed his insolvency to the company, by which his credit had been stopped.

Among several witnesses who were examined was Mr. Charles Vignoles, who stated that he was an engineer, and resided in Trafalgar-square, Charing-cross. He had been employed by Her Majesty's Government, and had been appointed engineer to the company. There had been a great number of shares in the market, and he had purchased in 1839 a great number of the shares (1000), which was to obviate the breaking up of the company, which had prevented the breaking up of the railroad, &c.

Mr. Commissioner BOTHAM asked if any of the evidence was given at the trial?—Witness—The judge said it was an equitable case, and that evidence could not be gone into.

Several letters were put in and read; also resolutions by the board of directors, which took up considerable time in the reading relating to the shares. The insolvent had twenty. At the meeting, of which Lord Wharncliffe was the chairman, it had been agreed that proceedings should be taken against the defaulters.

Mr. NICHOLLS addressed the court, and contended that the insolvent had vexatiously defended the action, and that the evidence of Mr. Vignoles was not to be taken, he being an adverse witness and a servant of the company.

Mr. BROWN said a good many things might be produced in equity, but not in a court of law.—Mr. NICHOLLS.—The matter got everything, which was a friendly proceeding on his part; it was a prosecution. But should the court think there is no ground for a remand, I hope it will give the company the costs of the opposition.

Mr. COOKE.—I think my learned friend has done a great deal for the company by not praying a remand.—The insolvent was discharged.

TRAFFIC IN RAILWAY SHARES.

COURT OF CHANCERY—JULY 29.

WATSON v. LABREY.—This is a bill filed by Mr. W. Watson, of Liverpool, against Mr. W. Labrey, of Manchester, to compel him to transfer certain new shares in the South-Western Railway Company, which had been allotted in right of certain old shares held by him, but sold, with their rights and interests, to the plaintiff.

Mr. Wigram opened the case, and Mr. Sharp was proceeding to read the evidence, when his lordship (at three o'clock) postponed the further hearing.

FRIDAY, JULY 30.

The plaintiff, Mr. William Watson, of Liverpool, sought by this bill to render the defendant, Mr. William Labrey, of Manchester, responsible for the produce of certain new shares allotted to him in the South-Western Railway Company, in right of certain old shares sold to the plaintiff, with a condition that the plaintiff was to have transferred to him all new shares that might be created by the company in such rateable proportion as they would be allotted to the defendant. The transaction out of which the claim arose occurred in May, 1837, at which time the plaintiff purchased from the defendant thirty out of the 100 shares he then possessed. By a clause in the deed of transfer, it was stipulated that the plaintiff was to have new shares in the proportion that they might be allotted to the defendant. On the 8th of May 16,000 new shares were created. The plaintiff expressed a wish to take his proportion, but not having his purchase registered at that time, he applied to the defendant to ask for the shares on his behalf. The defendant did so, but not having paid up his calls, or signed the necessary deeds, he received a refusal, and before the plaintiff could qualify himself to make the same demand on his own account, the term for the allotment expired. The new shares bearing a premium, the defendant importuned the directors to give him some, and having in particular applied to Mr. Easthope, the chairman of the directors, and represented himself as a loser by the shares he originally subscribed for, that gentleman represented the case to the directors, and the defendant, in August, was allotted sixty-four of the shares returned on the hands of the company. The plaintiff now sought his proportion of those shares as stipulated by the deed of transfer; but the defendant alleged that the contract to give new shares was a fraud on him, and inserted without his knowledge, and if it were not, still he had not obtained the new shares in right of the old ones, but as a favour from the directors; and, therefore, that the plaintiff could not now sustain his claim.

Mr. WIGRAM and Mr. SHARPE, on the part of the plaintiff, contended that the contract in question was sworn to by the brokers of both parties, as the result of the agreement at the time of sale. The allegation of fraud could not, therefore, prevail; and nothing that the defendant had stated or proved with respect to the allotment of the new shares could, in that court, divest him of his character of a trustee for the plaintiff under the contract in the deed of transfer.

Mr. RICHARDS and Mr. KENYON PARKER, for the defendant, argued strongly in behalf of his right to retain the shares, because they were not given until after the forfeiture of the right to claim, and then as a matter of grace and favour.

The LORD CHANCELLOR (without hearing a reply) decreed in favour of the plaintiff, with costs. It could not be pretended that the defendant would have received any shares if he had not held the old ones, and it was on that account solely that the grace and favour was extended to him.

SPECIFICATIONS OF RECENT PATENTS.

[From the *Inventors' Advocate.*]

Samuel Hall, civil engineer, Basford, Nottinghamshire, for improvements in the combustion of fuel and smoke, July 14.—The first of these improvements consists in a mode of feeding furnaces with fuel, by which the entrance of cold atmospheric air into the same is prevented.

A hopper is placed in an inclined position in the front of the furnace over the fire-door, and the fuel being introduced into the same gradually descends over an inclined plate to the front of the fire-bars, from which it is moved towards the back of the furnace by the apparatus described under the second improvement; the inclined plate is hinged at the bottom, and is capable of being lowered to the level of the fire-bars, in order that on the fire-door being opened the scurse may be removed, or the fire itself.

The second improvement consists in a means of retarding the combustion of fuel, and in a means of raking and clearing the fire-bars.

The fire-bars are provided with openings in them for the passage of air, and which, when it is desired to retard the combustion of the fuel, are closed by sliders. Under the fire-grate is a framing running upon wheels, from which a number of long teeth project, one between every two fire-bars; these, when it is desired to rake the fire, are caused to rise up between the bars, and the machine is then made to travel towards the back of the furnace, when the teeth travelling along between the fire-bars gradually move the coal towards the back of the furnace, clear the spaces between the fire-bars, and spread the coals evenly over the fire-grate. On reaching the back of the furnace, the teeth are lowered from between the fire-bars, and the machine returns to the front of the furnace.

The third improvement consists in the use of a pipe perforated with small holes, extending the whole width of the fire place, through which water is occasionally sprinkled on the fuel in the front of the same.

The fourth improvement consists in passing atmospheric air to steam-engine or other fire-places through pipes, tubes, or passages within the boiler and smoke-box, and also through short tubes around the fire-box, instead of its passing through pipes, &c., on the outside of the boiler, by which means a certain degree of heat is imparted to the air previous to its entering the fire-place.

As the draft in the fire-places of locomotive engines, when the engine is at rest, is but small, the patentee increases it by directing small currents of steam up the chimney, in the same manner that the waste steam is passed into the same, according to the usual method, when the engine is in motion.

In order that the steam generated by this increased heat may not be lost, it is passed through a pipe into a small chamber within the water contained in the tender, from which it passes through a number of tubes into a second chamber, thereby heating the water in the tender previous to its introduction into the boiler, and the water arising from the condensation of the steam runs off through a cock in the bottom of this second chamber.

The fifth improvement consists in the use of a bent metallic plate, placed in the upper part of the smoke-box, leaving a space between it and the sides and the top. It is perforated with a number of small holes, the aggregate area of which is at least equal to the area of the chimney, so as to allow a free passage through them of all gaseous matters into the space above-mentioned, on their way from the box to the chimney, but at the same time to prevent the passing of any large pieces of fuel into the chimney.

The sixth improvement consists in placing the pipes used for heating air previously to its introduction into the fire-places mentioned in a former specification, not only in the chimney, or in a chamber leading thereto, as therein mentioned, but in any part of the flues of the boiler through which the flame or heated gases circulate, on their passage from the furnace to such chimney or chamber.

Charles Cameron, late captain in the 91st regiment, formerly residing at Mount Vernon, Edinburgh, and now of Darnaway street, Edinburgh, for certain improvements in engines to be actuated by steam or other elastic fluids, July 14.—Claim.—The method herein described of converting the rectilinear motion of a piston in a cylinder into a curvilinear or rotary motion.

One or more cylinders are firmly attached to a hollow horizontal axis, through which steam is admitted into them; which axis is capable of revolving freely, together with the cylinders, being supported in plummer boxes firmly bolted to the framing of the engine. The piston rods work through stuffing boxes in each end of each cylinder, and are attached at each end to a moveable frame provided with trunks, which travel round a circle that forms part of the framing of the engine, being eccentric to the circle described by the cylinders. The steam being admitted into the cylinders forces the pistons outwards towards the ends of the same, and acting through the moveable frame and trunks upon the circle causes the cylinders and their axis, together with the moveable frame, to revolve. A rotary motion is thus obtained, which may be used to drive machinery, or for any other purpose.

AMERICAN PATENTS.

[From the *Journal of the Franklin Institute.*]

James Herron, Baltimore, Maryland, for improvements in the construction of railroads, April 18.—The first improvement is fully explained in the first section of the claim, which is in the following words, viz.:—"What I claim as my invention, and desire to secure by letters patent, is, 1st. Placing the sills in the formation of a railway, so that they will cross each other in lines diagonal to the rails; and uniting them with each other and with the rails, so that they become sheets and tie beams to the track, substantially, as described. And wherever said brace sills may be variously combined with each other, and with cross sills, and may be made to support an iron rail without the intervention of the timber sleeping pieces; and may also, like common sills, be pinned on a 'mud sill.' I distinctly claim to be the invention of the braced sill or latticed construction of railway tracks under the modifications set forth, together with such variations thereof as may produce a like result by means substantially the same. I then lay the union in one, or an indefinite extent, of such materials as those that usually compose railway tracks, obtain by a united framing a more extensive and uniform bearing on the soil than the individual parts would have; all other railways having to depend upon the uniformity of soil, or artificial road-beds, for their evenness of surface. Wherever my railway track is independent in its formation on the soil on which it rests."

I. The second improvement consists in a mode of uniting or securing the string pieces, so that when the ends are put together they cannot separate from each other except lengthwise, and the claim is to this peculiar mode of securing, which could not be understood without diagrams. The third improvement is for a mode of holding the iron rails by means of a spring, which presses the ends of two rails against the chair to prevent vibration, and, at the same time, permits them to slide lengthwise, when expanding or contracting, which is effected by making the bolt which passes through the rail and chair with a double spring instead of a head, which thus holds the ends of of the two rails; or by making a wrought-iron chair, with ears on each side, that are bent over the web or seat of the rails, when laying them down. The claim is to the "method of evenly joining, and holding railway bars by means of a metallic spring pressure, so as to permit the contractile and expansive motion of the railway bar, whether said spring pressure operates by means of my malleable iron chairs, or as it may be variously modified and united with cast-iron chairs, as described. The application of a spring to the rail for the purpose described being in itself new, and as said spring may be variously applied for producing the intended effect, it is to be understood that I claim the employment of a spring under the various modifications thereof described, and whenever it operates upon the principle and produces the effect in the manner set forth."

The fourth and last improvement, is for a mode of holding the iron rails at the "middle of their lengths" by means of a piece of iron lying across the string, having two wrought-iron ears which are bent over the web or base of the T rail, and being attached to the string by means of an iron strap screwed to the ends thereof, and passing under the string, or keyed under it; or effecting the same thing by key bolts passing through the strings and the web or base of the T rail, by which mode "the iron rail is made to support the scarf of the string pieces or to form a part of the splice." The claim is to the mode of holding the rails at the middle of their lengths, as set forth.

We will only remark that the plan of construction proposed in this patent has been the subject of high commendation by some of our best practical engineers.

John Penniman, Baltimore, Maryland, for an improvement in steam-boilers, April 24.—We will merely quote the claim appended to the specification, as it gives a sufficiently clear idea of the improvement to bring it within the comprehension of any one, viz.:—Having thus fully described the nature of my improvement, and the manner in which I carry the same into operation, what I claim therein as my invention, and desire to secure by letters patent, is the placing a series of circulating tubes on the front plate of the boiler, in such a manner as that they shall, at their lower ends, communicate with the water in the lower part of the boiler, and at their upper ends with the water in said boiler a little below the water line, whilst they are, along their whole length, exposed to the direct action of the heat in the fire-box, in the manner and for the purpose above set forth."

In pointing out the effect produced by thus placing the tubes, the patentee says, "as these tubes open below into the lower part of the boiler, and at their upper ends into the upper part, below the water line, the water which will become highly heated in the lower parts of the tubes, will naturally ascend, and that with considerable rapidity, towards the upper part, where they will give out their steam, and by the action of the water circulating through them, they will necessarily draw the water in the lower part of the boiler towards them, and effect the required circulation."

HYDRAULIC RAILWAY.

A patent was lately enrolled by Mr. J. G. Shuttleworth, of Sheffield, under the title of "Certain improvements in railway and other propulsion;" the principle of the invention is equally applicable to different descriptions of tramways, and for canals and other modes of water transit, but we shall now confine our observations to the plan as it applies to railways. The contrivance rests on the same foundation as that of the atmospheric railway—viz., a system of iron pipes or tubes running longitudinally between the rails. This piping cannot be made the subject matter of a patent, being long open to the public, and it is only as regards something more to be built upon it that the patent right holds good. Through such a system of piping Mr. Shuttleworth proposes to force a non-elastic fluid, such as water, which liquid is scarcely compressible, unless under enormous pressure. The horizontal main or tube to carry the water is attached firmly to the sleepers between the rails, and has in its upper surface a slot or opening, which is smallest at the top, and expands downwards till it joins the interior of the tube. A piston fits the interior of the longitudinal tube, and terminates in a peculiarly formed guide-neck, for taking up and applying to the aperture in the tubing a continuous flexible valve or stuffing of Indian rubber, or other suitable material. In front of the guide-neck there is one vertical and one horizontal wheel fixed on a spear-like projection from it, to guide the piston steadily as it moves along in the pipe with the least possible amount of friction, while a thin metal plate from it passes up through the opening and is attached to any railway carriage of ordinary construction. At the commencement of the line a vertical pipe conveys a column of water on to the horizontal main through a valve or cock opened or shut at pleasure. The efficiency of this agent may be produced by pressure from an elevated reservoir, or its propulsive power may be derived from that of steam. On withdrawing the valve the water rushes up the horizontal piping, and draws the piston with the carriage to which it is attached forward. The flexible valve which lies along the bottom of the main passing through the guide-neck, and up over the piston, is raised as the piston travels along, and placed in the longitudinal opening, where it is then firmly retained by the pressure of the water behind the piston. The claim of the patentee is, first—the application of the power of a column or body of water acting against a piston in a tube, to which piston a railway carriage or other object to be propelled is fastened, for the purpose of propulsion; the second—the improved guide-neck to the piston for raising and conveying to its proper place, the flexible valve or stuffing required to fill the slot left open in the upper part of the propelling tube for the passing of the plate. The main feature in this invention, which contrasts with that of Messrs. Clegg and Samuda's atmospheric pressure plan of propulsion, is the application of a non-elastic fluid for an elastic one. With a non-elastic fluid, like water, any force applied at one end of a column of any length will be immediately felt in its full efficiency at the other; and in this particular Mr. Shuttleworth's hydraulic railway seems to possess great advantages over the atmospheric. On the atmospheric plan of Messrs. Clegg and Samuda, an absence, or rather partial vacuum, of air before the piston, is the object sought, leaving it to the atmosphere to propel the piston as it flows it up the piping. The whole power gained on this principle by the statement of the patentees is only half an atmosphere, or about 7½ lbs. on the square inch; and this must immediately be taken advantage of, or the partial vacuum in the pipes is again filled from the external pressure of the atmosphere. Now, though this power is so comparatively small, yet it is obtained only by exhausting the pipes under the disadvantages we have just stated, while on Mr. Shuttleworth's plan it is asserted that the pressure of several atmospheres might be obtained if required.

THE PROJECTOR OF RAILROADS IN ENGLAND.

Mr. Hobler, jun., who was accompanied by Mr. Rangeley, the engineer, Mr. James, and several other gentlemen, attended at the Mansion-house on Monday last, and stated to the Lord Mayor, that he appeared before his lordship, on the part of the family of the late Mr. James, of Bodmin, land agent and civil engineer, to whose exertions, as the original projector and surveyor of the Manchester and Liverpool, Central Union, London and Brighton, and many other railroads, the public are principally indebted for the establishment of the present system of railroad conveyance in this and other countries. The late Mr. James, several years having intervened before the bills passed both Houses of Parliament for the three first-mentioned railroads, proceeded with the surveys of many of the principal lines now in existence, on some of which he published his reports. He was enthusiastic in the cause of this grand scheme of national communication by locomotive engines, and in its early stages was the mainstay and agitator of the system under the powerful opposition and prejudices then existing in the public mind, and his ample fortune, together with the settlements made on his sons and daughters, were severally given up and expended in public improvements, in patents, experiments, and surveys, for the promotion of this great work, whereby his family had been left without patrimony. His claims had long since been acknowledged, but he did not think of remuneration, as the importance of the railway system was but imperfectly understood. Now, however, that it was universally adopted and appreciated, it was submitted that those claims should be acknowledged by a liberal testimonial to his family. In consequence of the report that the friends of Mr. James's family were determined to exert themselves on the occasion, some individuals were going round the country with applications for contributions for a national testimonial, and had already obtained a considerable sum of money without the sanction of the family, who considered that, on such an occasion, the best course they could pursue was to represent the circumstance to the Lord Mayor, and to request his aid in preventing the continuance of such a scheme of raising money.

The LORD MAYOR said, he was convinced the most effectual mode of prevention would be by publication of the circumstances as extensively as possible.—Mr. Hobler, jun., said, that the conduct of those who received the money under false pretences, might be considered a sort of national imposition.—Mr. Rangeley said, the high merits and claims of the late Mr. James were well known to the scientific men of the country, and that it would be desirable if those who had subscribed would publish the names of the parties to whom they had handed their contributions, or hand them in to the committee about to be organised for carrying the views of the friends of the family of the late railroad projector into effect.—The gentlemen then thanked the Lord Mayor, and retired.

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

July 26.—I beg leave to inform you that Hitchias's shaft is sunk to a depth of 59 fms. 3 ft.—ground favourable for sinking. In the 110 fathom level south more small orey branches have been met with during the past week. In the 100 fathom level, east of James's winze, no lode has yet been taken down; the winze below this level is without alteration. The lode in the rise, in the back of this level, is still about eighteen inches wide, and worth 27*l.* per fathom. The lode in the stopes, in back of ditto, is two feet wide, and worth 44*l.* per fathom. The lode in the ninety fathom level west is fifteen inches wide, and worth about 10*l.* per fathom. The lode in the stopes, in back of this level, is one foot wide, and worth 18*l.* per fathom. The lode in the eighty fathom level east is twenty inches wide, producing good stones of ore. In the rise, in back of this level, the ground is becoming much more favourable for rising. In the eastern stopes, in the back of this level, no alteration. The western stopes, in back of ditto, are still very productive, the lode being two and a half feet wide, and worth about 53*l.* per fathom. The lode in the seventy fathom level stopes is eighteen inches wide, and worth 23*l.* per fathom. The lode in the seventy fathom level east, at Flap-jack, will be taken down in the course of a few days. The rise in the back of the sixty-two fathom level, against Bray's shaft, is still in easy ground. The pitches, upon the whole, are looking favourable. We expect to sample on Friday, the 30th instant, about 200 tons of good quality ore.

F. Phillips.

UNITED HILLS MINING COMPANY.

July 26.—Adit end West—But very little done in this end for the past week, the men have been engaged in assisting the timber man, and working at surface. Twenty Fathom Level—Lode four feet wide—2 ft. 6 in. good ore. Thirty Fathom Level—During the past week we put the men from this level end to rise against the winze sinking from the twenty fathom level; lode 4 ft. 6 in. wide—two feet good ore. Thirty-six Fathom Level—In the eastern winze, sinking below this level, lode three feet wide, producing some stones of ore. In the western winze the lode is 2 ft. 6 in. wide, with but little ore. Forty Fathom Level—Lode three feet wide—one foot ore of fair quality. Forty-six Fathom Level—No lode broken. Fifty Fathom Level—In driving east from east diagonal shaft, at this level, the lode is 3 ft. 6 in. wide—1 ft. 6 in. on the north part producing ore, with a promising appearance. Sixty Fathom Level—In driving east from Williams's shaft the lode is 3 ft. 6 in. wide—one foot good ore. West of Williams's shaft the lode is four feet wide, coarse in quality.

Thos. Langdon. S. H. Pearce. N. Langdon.

WEST WHEAL JEWEL MINING ASSOCIATION.

July 26.—No alteration in the ground in Buckingham's engine-shaft. Fifty-seven East, on the South Branch—Lode worth 6*l.* per fathom. Fifty-seven East, on Wheal Jewel Lode—Lode worth 10*l.* per fathom. Fifty-seven West, on same Lode—Lode worth 10*l.* per fathom; we expect we are near Hodges's cross course in this level. Sinking South Adit Shaft, below the Fifty seven Fathom Level—Ground very favourable. Winze in the bottom of the Forty-two, on the South Branch—Lode worth 6*l.* per fathom; this winze is down ten fathoms below the forty-two fathom level. Forty two West, on South Lode—Lode fifteen inches wide, spar, and stones of yellow ore. Thirty West, on Tolcarne Lode—Lode worth 20*l.* per fathom—suspended for want of air. Rise in the back of the Deep Adit, on Wheal Jewel Lode—Lode worth 8*l.* per fathom.

S. Lean.

CORNUBIAN MINING COMPANY.

July 24.—I beg to inform you, that since my last report of the 17th inst., our prospects, generally speaking, in the tribute department, continue encouraging; the tributers are working well, and breaking a fair quantity of ore. We have four shafts sinking—viz., engine-shaft, Clifford shaft, western shaft, and Murray's new shaft, all of which are progressing rapidly, through favourable ground. The forty and fifty fathom levels, going west on Chiverton lode, are passing through promising ground, and which will be taken away at very moderate tributes. We are in good spirits with the present appearances of the mine.

R. Rowe.

TINCROFT MINING COMPANY.

July 27.—I beg to inform you that we have this day sampled 240 tons 15 cwt. of copper ore, which, I expect, will fetch about 700*l.* With respect to the state of the mine, I am glad to say we have still an excellent course of tin in the west end; the same level is also looking well, and worth 20*l.* per fathom. The lode in the 142 west is about three fathoms wide—saving work for tin and copper ore; on the east end, the same level is unproductive at present. The 120 east is yielding good work for tin, and worth 18*l.* per fathom. The lode in the 110 is about four feet wide, two feet good work for copper ore, and worth 15*l.* per fathom. The 100 end is rather failed for copper ore, but is producing fair quality tin stuff, and worth 12*l.* per fathom. We have commenced sinking a winze in the bottom of the ninety fathom level, near the end, in a good lode for tin, and worth 60*l.* per fathom. The lode in the eighty-one is at present split into branches, and although producing some tin, is not rich. The winze under the seventy-two has had no lode taken down for some time. The thirty fathom level, west from new engine-shaft, on North Tincroft lode, is improved both in size and quality, and yielding some rich stones of grey copper ore; the same lode, in the bottom shaft, continues to look well for copper, with some tin, and worth near 20*l.* per fathom; this is all in new ground, for nearly the whole length of the sett. At Palmer's we have set the flat rods at work, and are nearly in fork. Our tribute department continues much the same as for some time; on the whole, I may venture to say, the prospects in this mine were never more cheering than at present.

W. Paul.

TAMAR SILVER-LEAD MINING COMPANY.

July 26.—Our regular setting being so near at hand, when Captain Rowe will give you a detailed account as to the prospects of the mine, I have only to say, for the present, that the lode in the 105 fathom level still continues large and orey; also the ninety-five end is still passing through good tribute ground, and the levels, on the whole, are improved within the last month.

Mark James.

GREAT WHEAL CHARLOTTE MINING COMPANY.

July 24.—Captain Trevethan's reports have fully described the variations which have occurred in the lode in the pitwork which is in progress, and I do not doubt that you have felt satisfaction in observing that our levels and winzes have continued to lay open productive ground, and that the stopes are proving the lode in the back of the seventy two fathom level to be as productive as its appearance in that level led us to expect. Nothing has been done in the eighty-two fathom level since Captain Trevethan's last report, the men having been taken from it to prepare a proper plait at the seventy-two in readiness for the steam-whim; this they will have completed before you receive this letter. The seventy-two west has lately improved, the lode in it is now five feet big, and is yielding three tons of ore per fathom, worth 5*l.* per ton. The lode in the winze sinking under this level is four feet wide, and is worth 20*l.* per fathom. In the stopes over the seventy-two west the lode is seven feet wide, and worth 30*l.* per fathom. In the stopes over the same level east of the shaft the lode is from three to four feet wide, yielding about 20*l.* worth of ore per fathom. The first stope under the sixty-two west of the shaft will turn out four tons of ore per fathom, worth 4*l.* per ton; and in the other stope under this level, which is further west, the lode is eight feet wide, and worth 25*l.* per fathom. The steam-whim is complete, and has been tried for a short time, and seems to work very well. We hope the machinery for crushing the ore, which is to be attached to this engine, will be finished by Saturday, so that next week we may go to work in full force. I confidently expect to be able to increase our rate of returns from this time, and at the same time to effect a reduction in our cost of drawing and of dressing the ores. The substitution of a new boiler for the small one, which so frequently caused interruptions in working the pumping-engine, by its leaking, has produced a great saving in fuel, and has secured us a more important benefit in the regularity, with which the bottom levels are now kept clear of water. We are also deriving a great advantage from the change made in our pitwork, by which the salt water is now kept from mixing with the purer water of the mine. You are aware that considerable outlay has been required to effect these most desirable objects, but I have the satisfaction of assuring you that they have been done with every regard to economy, while care has been taken to execute the work effectually and well. I presume you have already received the accounts of cost for June month from Mr. Morcom, the amount is large, as it includes upwards of 500*l.* for the new boilers, steam-whim, crusher, &c. The following short statement will exhibit the real state of our monthly cost and returns for May and June (if a fair price for June ore be realised):—

Amount of May cost	£ 460	14 7
Ditto of June do.	1319	1 0
	£1747	15 7
Deduct extra cost on account of new machinery, charged in June	903	9 8
	£1344	6 1
By ores raised in May, and sold June 30th £595 13 2		
By 123 tons of ore to be sold 25th July—say 737 0 0	1332	13 2
Profit on the running cost	£ 11	7 1

In making this calculation I have taken the value for the ores for sale for what they would fetch, provided the standard does not fall next week. I have reason to hope they may make a few pounds more than I have estimated them at.

R. Tatson.

TRETOIL MINING COMPANY.

July 26.—The engine-shaft is now down 13 fms. 3 ft. below the forty fathom level; we hope shortly to finish the casing, dividing, &c., and to commence driving east and west at the fifty-two fathom level. The lode in the forty fathom level west of engine-shaft is ten inches wide, good tribute ground. The lode in the rise, in the back of this level, is three feet wide, tribute ground. The lode in the forty fathom level east of engine-shaft is 1 ft. 6 in. wide, very good tribute ground. The lode in the thirty fathom level east of Williams's shaft is one foot wide, very good tribute ground. The lode in the twenty fathom level east of Williams's shaft, on the north part, is six inches wide, producing some ore. The lode on the south part is six inches wide, tribute ground. The lode in the twenty fathom level west of Johns's shaft, on Johns's lode, is ten inches wide, tribute ground. The lode in the ten fathom level west of Johns's shaft is two feet wide, very good tribute ground. Moyle's lode, at the adit level, is small and unproductive.

J. Morcom. H. Williams.

REDMOOR CONSOLIDATED MINING COMPANY.

July 26.—The sumpmen have nearly completed the engine-shaft to a sixty fathom level, after which we shall cut whim platt, &c. Driving south, at the fifty fathom level cross-cut, the ground is favourable; we have driven from the shaft 17 fms. 3 ft. At the forty fathom level, going east, we have, within the last few days, intersected the lead lode, and find it to be about six inches wide, composed of white peach, spar, and good stones of lead ore, saving work. The copper lode, at this level, is fifteen inches wide, with capel, spar, and mundic, and some good work for copper. In the end driving south, at the thirty fathom level, on the lead lode, the ground is hard, and lode unproductive. At Hurl-down we have cut a lode, but having opened very little on its course, we are unable to say much about it.

F. R. Rowe.

TRELEIGH CONSOLS MINING COMPANY.

July 24.—Seventy Fathom Level, east from Christoe Shaft—Lode large, worth 10*l.* per fathom. Seventy Fathom West—Lode also large, containing a little ore, not yet clear from the soft ground. Sixty Fathom Level West—Lode not taken down for several days—last reported worth 20*l.* per fathom. Fifty Fathom Level West—The lode continues to produce ore, and open tribute ground, worth 8*l.* per fathom. This level east is large, but poor for ore. Good Fortune—The forty-four fathom level is driven east of the shaft about five feet, where the lode appears orey for three feet wide, worth 12*l.* per fathom. This level is driven west about the same distance, and the lode also good, about two feet wide, worth 8*l.* per fathom.

W. Sincock.

FOREIGN MINES.

BRAZILIAN COMPANY.

Cata Branca, May 8.—In the mine all goes on as last reported. Some good samples have been sent out from the side tye, but of what extent the ground is remains to be seen. At St. Antonio we have cleared the shallow level home to our shaft, and recommenced sinking. The deep level, too, is now clear home to its end, and, when measured, the proper steps shall be taken to make it of use.

May 14.—I am glad to say that the shaft promises better work; most of the stones broken there are now showing gold, and the side tye is really good. In our bottom end west we have got hold of a large lode, which I believe is west of the cross-course, and where, above, you are aware that we could not find it; it is promising in appearance, though the samples have proved poor. This is, however, often the case, when so close to the cross-course (be it east or west) as this is. The deep level (St. Antonio) is hauled to No. 14 inde; ground has yet to be broken to let some water down, when I shall be able to tell you what it is. The gold on hand will be sent off to-morrow—147 lbs. 11 oz. 14 dwts. 1 gr.—being, exclusive of duty, the produce from the 27th of February to the 7th of May.

W. Cotesworth.

Gold return for the week ending 7th May, 17 lbs. 3 oz. 12 dwts. 15 grs.

MINE ACCIDENTS.

Lansamlet, Swansea.—A most lamentable accident occurred on Friday week, in an old level, at Lansamlet, near Swansea, commonly called "Hen Level Pwll-y-Cwm," to Mr. Wm. Thomas, of the Star Inn. He was going to work on Friday night about seven o'clock, when, as he walked in, a stone of immense size fell on him, and caused his instantaneous death.

Handley Wood.—John Booth, aged twenty-six years, was killed on the 19th inst., whilst in the act of descending a coal mine at Handley Wood.

Woshro' Coal-pits.—At one of the coal-pits belonging to the firm of Field, Coopers, and Co., of Woshro,' near Barnsley, three individuals were accidentally killed on Tuesday last, and a fourth much injured.

Singular and Fatal Occurrence.—On Wednesday, David Steel (a collier), belonging to Whitlett's, lost his life at the Pulshaw pit, in that neighbourhood, under the following circumstances:—A man of the name of M'Culloch, was at the pit with a cart for coals; and, happening to have been followed by a dog, he expressed himself to some of the men employed at the pit-head as desirous of getting rid of the animal. The reply was, that he might speedily do so, by throwing it down the shaft. This thoughtless advice was adopted by M'Culloch, who immediately seized the dog, and pitched him into the pit. Unfortunately four persons were in the act of ascending in one of the buckets; they were within a few fathoms of the top—the shaft being in all about fifty-three—when the dog in its descent struck Steel somewhere on the shoulder or back of the neck, by which he was instantly precipitated, head foremost, to the bottom—the whole party narrowly escaping a similar fate; the unfortunate man was killed on the spot, his body being greatly mangled by the fall. The dog, strange to say, fell into the bucket, and was brought up unscathed.

Hately Heath Colliery—Awful Accident, and Wonderful Escape.—On Tuesday afternoon a most calamitous and fatal accident, yet marked by the almost miraculous escape of one of the men who had nearly fallen a victim to it, occurred at the Hately Heath Colliery, belonging to Messrs. Bagnall, near West Bromwich. Three men, named Thomas Ward, Thomas Gibbons, and Richard Knight, were employed in bricking the shaft of a pit, upon a scaffold, about nine feet from the bottom, when a man named John Holden, who had just come out of the pit, hearing a great noise, turned round and saw the bankseman, James Lewis, and a quantity of bricks, falling down the shaft. He immediately ran to the shaft, and found the bankseman hanging in it by his shoe, which had providentially caught some projection at the mouth of the pit! Holden instantly seized him by the legs, and dragged him up out of the shaft without his having sustained any injury! Strenuous exertions were then made to rescue the three unfortunate men below, and Holden instantly went down the pit, but unhappily only to discover that the accident had proved fatal to them all; they were all three found lying at the bottom of the pit, and quite dead—"knocked all to pieces," Holden said, "there being scarcely a bone about them but was broken."

The Iron Trade.—Bar-iron has not been so low as it is now for many years, and yet, singular to say, capitalists do not buy on speculation; this is often the case when goods are extremely low, and selling under cost price. Some persons imagine it will be still lower, but it is not likely that ironmasters will go on losing money as they are now doing. What is most surprising is, that railroad directors do not avail themselves of the present very low and almost unheard of prices.—*Bristol Mirror.*

Sicilian Trade.—It will not surprise the readers of this journal to learn that the late advices from Naples state that his Neapolitan Majesty is slipping through all his promises with regard to British trade; that it is doubtful whether the British claimants will be paid without serious interference on the part of their Government, and, it is even added, the export duty will not be reduced in January next, as promised; a new treaty of commerce has also been peremptorily refused. We can readily believe all this, except what relates to the export duty. A reduction of that duty will be so highly advantageous to the king, that it is very improbable that the present enormous duties will be retained longer than January next.—*Journal of Commerce.*

Tinning.—The council of Public Health, in its sitting last week at Brussels, passed resolutions condemnatory of the process of tinning adopted by M. Tramery, in imitation of silver. The resolutions were founded on the report of the chemists to whom the matter had been referred, and they were to the effect, that the composition of the tinning is an alloy of tin, antimony, and nickel; that instead of being better than ordinary tinning, it is inferior to it in many respects; that as regards public health it affords no security, and that consequently it would be dangerous to authorise its use.

Walker's Universal Water Elevator.—We have witnessed the application of this useful and ingenious invention, and must say that, for the purposes to which it is applied, nothing can possibly be better contrived. It appears that if a small tube, weighing from six to seven pounds, is inserted in a common household pail, or any other utensil containing water, and the tube shaken up and down, the water rises into the interior of the tube, and from thence may be expelled, with great force, to a considerable distance, either in a horizontal or perpendicular manner.—*British Queen.*

The *Moniteur Belge* contains a royal ordinance, by which the Order of Leopold is conferred on Mr. Robert Stephenson, engineer, of London, as a testimony of His Majesty's satisfaction with the improvements which he has made to locomotive engines, which improvements have turned to the advantage of the Belgian iron railways.

PROCEEDINGS OF SCIENTIFIC BODIES.

GEOLOGICAL SOCIETY—March 10 and 24.

Mr. Murchison (President) in the chair.

On these evenings a memoir, by Mr. Murchison and M. E. de Verneuil, "On the Geology of the Northern and Central Regions of Russia in Europe," was read.

In our report of the meeting of the British Association at Glasgow, in September last (see *Monthly Review*, vol. vii., p. 77), we gave a somewhat detailed abstract of a memoir, by Mr. Murchison and M. de Verneuil, on this extensive region; it will, therefore, be necessary to notice, on the present occasion, only those points which were not more immediately brought under the notice of the Geological Section at Glasgow. With respect to the crystalline or metamorphic rocks, the authors state, that the islets of the White Sea, near Onega, consist of peculiar varieties of gneiss; and that the sedimentary strata, on the western shore of Lake Onega, have been much altered by intrusive trap rocks. The Silurian deposits, the oldest sedimentary rocks examined by the authors, are composed in ascending order of—1, blue clay; 2, grit; 3, limestone, with flagstones. In the blue clay no fossils have been noticed; the grit is distinguished by ungulites, and the authors found in it a small shell, resembling a pecten; the limestones and flagstones are rich in organic remains, including *Orthoceras regularis, Ampullæ expansa, Illænus crassicauda, Sphærosites*, and numerous species of *Orthis*; also the following shells, found in the Silurian strata of England, *Leptæna depressa, L. sericea, Lingula Lewisii*, and *Orthis canalis*. Of the old red and carboniferous systems, it is not necessary to add to our former report. Overlying the latter, occurs a series of newer red formations, of vast extent, in the Governments of Vologda, Nijnii, and Kostroma. It agrees with the old red system of Russia, by containing salt and gypsum; but it differs in lithological characters and the total absence of the fishes and other fossils of the more ancient formation. The authors abstain from defining its exact geological position till they have completed their tour to the Ural Mountains. Of the oolitic and newer tertiary strata, it is not necessary to offer any remarks. At the Glasgow meeting Mr. Murchison alluded, but slightly, to the vast accumulations of drift and erratic blocks in Russia, reserving his more detailed description to the present memoir. The superficial detritus, he says, often indicates the nature of the fundamental deposits; that overlying the Silurian zone being grey, whilst that which covers the old red partakes of the colour of the subjacent rock; and the detrital coating of the carboniferous limestone is often charged with broken flints, extracted from that rock. Fragments of the same siliceous nodules are also spread over the southern regions, composed of the newer red and oolitic deposits. All the large erratic blocks have been derived from the mountains on the north-north-west, and there is no instance of any detrital materials having been transported from south to north, except by modern streams, or the influence of local causes, dependent on the present configuration of the land. Near Nijnii Novogorod are large blocks, of a very peculiar trappean conglomerate, which must have been drifted from a rock *in situ*, north of Petrazowoisk, on the Lake Onega, a distance of nearly 600 miles. The authors are of opinion that the erratic boulders were transported southwards in icebergs, from glaciers, which they suppose may have existed in Lapland, and which, they believe, were dislodged during an elevation of the northern chain, and at the period when the post pliocene shells were accumulated in the northern parts of Russia. In this respect the authors conceive, that the country they examined presents an exact parallel to the phenomena described by Mr. Murchison in the central counties of England, and of which a similar explanation is given in his *Silurian System*. With regard to the evidence of glacial action in Russia, as exhibited by striæ and the polished surface of rocks, the authors state, that no such markings have been observed in Central Russia, and that the most southern scratches, which they observed, occurred near Petrazowodsk. They then examine the applicability of Professor Agassiz's glacial theory to the tracts under review; they conceive that no glacier can advance except from a superior to a lower level, but they show, that if certain striæ, observed by M. Bottingk, on the eastern sides of the Bothnean Gulf, and others by themselves, near Petrazowodsk, are proofs of the overland march of the transporting bodies of ice, then the glaciers which produced those striæ must have been propelled from lower to higher levels, as they are traceable upwards from under the water. They also show that, in this tract, there are no hills of sufficient altitude on the north north west to account for the determined forward direction to the south south east; and they further state, that not only must the supposed glacier have moved forward without a cause, but it must also have maintained an advancing front of many hundred miles in length. Without pretending to offer a complete solution of this difficult problem, they cannot avoid suggesting, as a probable explanation of its chief phenomena in Northern Russia, that currents, determined in certain directions by the elevation of northern continental districts, may have dislodged, and set in motion, icebergs charged with detritus, which, grating upon the bottom of the sea, may have produced the striæ. Another important class of phenomena connected with the action of ice, is the production of angular block *ridges* on lake and river banks. On the western shores of the great Lake of Onega are three parallel ridges of large angular masses of hard grit, at heights varying from twenty or thirty to 150 feet above the level of the water. As the blocks are identical in composition with the subjacent rock, and quite angular, it is evident, the authors say, that the masses had not been drifted; but it was not until they became acquainted with the modern action of river ice in Russia, that they were able to account for the origin of these ridges. About eighty miles above Archangel they noticed a similar band of angular fragments of white limestone, from twenty to thirty feet above the Dwina, and having been informed that this great river, during the floods in spring, throws upon its banks, to those heights, large blocks of ice, they easily comprehended that this band may have been produced by the entanglement in the ice of the lower portions of the subjacent strata of limestone. With respect to the ridges on the shores of the lake Onega, the authors are of opinion, that they were accumulated in a similar manner, and they see in those ridges proofs of the lakes of Northern Russia having formerly stood at much higher levels; and they think that the diminution of shallow lakes and the conversion of marshes into land, within the historic period, strongly corroborate the rise of this portion of Europe. In conclusion, the authors dwell on the horizontal position, over spaces a thousand miles in length, of so ancient rocks as those of the Silurian, old red, and carboniferous systems—on the slightly solidified state of their strata, and on the absence of all plutonic or igneous rocks from this vast region; and they conceive that the conjoint consideration of these phenomena must exercise a great influence upon geological theory, proving that formations do not increase in hardness in proportion to their antiquity, or in consequence of the radiation of heat from the centre of the globe, but to the contiguity of protracted igneous rocks.

COMBUSTION OF SMOKE.

TO C. W. WILLIAMS, ESQ.

Sir,—Highly gratified as I was on the perusal of your volume on combustion, and approving as I do of your doctrines, which are, without doubt, sound (a proof of which may be seen in the practical operation of your furnace), yet I cannot but think there are circumstances in which it will be found not to answer either your own expectations, or those of your admirers who may adopt the plan.—In the first place, let me enumerate a few of the circumstances under which it may be thought desirable to try your plan (I now refer only to engine furnaces):—1st. Where there is plenty of power, or, in other words, where an engine is not weighted.—2d. Where, though working up to the nominal power of the engine, there is plenty of boiler room.—3d. Where an engine is not only overweighted, but there is also a deficiency of boiler room; and you are enabled to drive only by excessive firing.

With engines in either of the two first conditions, I hesitate not to say but your plan, on the score of economy of fuel, will be found to answer; with regard to economy of the boilers, I will not pretend to judge—time can only test that. But now comes the third case—a case in which, unfortunately, most mill-owners will be found; for it seems to be a rule with most of us, to get as much work out of an engine of a given power as possible. I don't wish to question the wisdom of this practice; but such, I believe, is generally the case. Now, it is in this very case that I doubt the efficacy of your plan. I beg you will not misunderstand me. We must have the power, whatever be the expense (to fuel I mean). It is in this case, then, I say, I doubt the success of your plan. Here, time is the main element in the calculation; the difficulties are precisely the same as those under which locomotive engines labour—want of steam. You must have a given quantity of steam, of a certain pressure, in a given time. Now, all the smoke burning apparatus I have seen or heard of have this peculiarity, that, to enable them to act well, they require more time than can be afforded (years, by the way, is not a usable burner, but a usable promotor). I have seen them burn smoke; but I saw they required the essential time—in other words, I have known smoke prevented, but it was at the expense of the pressure of steam. Now, what I want to know is this—Can you with your apparatus boil off a given weight of water with a given weight of fuel, in a given (shorter) time, than you can with any of the methods ordinarily in use? This is the great question in the argument; and unless you can prove that you can do this, you may depend upon it your scheme will not have the slightest chance of success; so long as men look only at the first outlay it requires to set in motion a certain weight of machinery. And here I might, if I were so disposed, carp at the ignorance of those writers who gravely assert that they can, or rather do, work their engines with only 2½ lbs. of coal per horse per hour; but I leave such assertions to their own fate. Our business is with your plan, which, I assure you, I am anxious to see prosper; but, not having the time to spare which such experiments require, I content myself with suggesting their importance to you, from whom I conceive these to are to me to whom I can with such propriety address these remarks.

I am, &c.,

Manchester, July 17 H. Dyason.

PUBLIC COMPANIES.

MEETINGS.

Polhreen Tin and Copper Mining Co.	44, Finsbury-square	Aug.	3	2.
London and County Banking Co.	71, Lombard-street		5	2.
Brighton Gas Company	George and Vulture Tavern		5	1.
Brymbo Iron and Coal Company	Waterloo-place		6	
London and Brighton Railway	London Tavern			1.
Hibernian Mining Company	6, Austinfriars		9	1.
Hayle Railway Company	Rectory-house, [illegible]		9	1.
Salford and Rugby Railway Company	23, Bond-st[illegible]ndon-wall		9	1.
Eastern Counties Railway	Statio[illegible], Manchester		10	12.
British Rock and Patent Salt Co	[illegible], shoreditch		12	1.
London and Birmingham Railw[illegible]	[illegible] Winchester-street		12	1.
Redmoor Consolidated Mi[illegible]	Euston Hotel		13	11-12
Combmartin and N. [illegible] Co.	George and Vulture Tavern		17	2.
Manchester and [illegible] Mines	At the Mine		18	12.
Great W[illegible] Water-works	Offices, Piccadilly, Manchester		18	11.
North [illegible] Railway	Merchant Venturers' Hall, Bristol		26	12.
North Midland Railway	Station, Derby		26	1.
Great North of England Railway	Office, Darlington	Sept.	7	11.

CALLS.

Hungerford and Lambeth Suspension Foot Bridge Company	2½l.	Aug.	2	Offices.
W. of London & Westm. Cemetery	5l.		3	As former calls.
European Gas Company	2l.		4	Ladbroke and Co.
West Wheal Jewel Mining Ass'n	10s.		7	London and Westminster Bk.
London & South-Western R'way	12½l.		10	As former calls.
Tregolian Mining Company	5s.		16	London and Westminster Bk.
Booth Consolidated Mining Co.	5s.		18	Brown and Co., Leeds.
De Dunstanville Mining Co.	10s.		20	28, Birchin-lane.
Cornubian Mining Company	10s.		28	Union Bank.
Tregolian Mining Company	5s.	Sept.	30	London and Westminster Bk.
British Colonial Bank	5l.	Oct.	12	13, St. Swithin's-lane.

DIVIDENDS.

British & Irish Steam-Packet Co.	5 per cent.	Office, Dublin	Aug.	2.
Wicklow Copper Mine Company	15 per cent.*	Offices, London & Dublin		16.
Mining Company of Ireland	15 per cent.	Offices, Dublin	Sept.	1.

* For the last half-year.

NOTICES TO CORRESPONDENTS.

Several communications are unavoidably postponed.

"J. H."—The "Lamentations of Poor Jack" are very amusing, but we have too many claims on our columns, to allow of devoting space to a subject in which our readers feel no interest—refer to notices in the Journals of the 21st and 28th November last.

THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, JULY 31, 1841.

An accident occurring to this part of the Journal, just as we were going to press, and at too late an hour to rectify, compels us to postpone an Editorial article.

In another column will be found the "reply" of Alderman Humphery to the charge brought against him—that of trafficking in the shares of the London and Blackwall Railway, of which company he was a director; how far the explanation may be deemed satisfactory, we leave our readers to judge—we confess it is anything but that to us; but as the subject will be brought before the shareholders at the next general meeting, and, as we are informed, much information given in elucidation of this unfortunate transaction, we think any remarks, in its present position, would be premature.

ARCHING OF TUNNELS THROUGH FRIABLE ROCKS.

BY ELLWOOD MORRIS, C.E.*

Where tunnels are cut through a material firm enough to sustain itself during the process of excavation, but not sufficiently solid to answer subsequently, without the protection afforded by an arch, economy and convenience usually require that the whole, or nearly all, of the excavation should be completed before the arching is taken in hand, for the darkness and contracted space in tunnels, render it quite difficult to work advantageously, gangs of men employed at the same time, in two such different operations—the miners blasting and moving out material, and the bricklayers bringing in their bricks and mortar—all by the same railroad (unless two tracks are laid), produce interferences, the one with the other, which are found in practice to be prejudicial to a just economy in execution, and often may require a longer time for the accomplishment of both, than if the labour was divided, and each advanced independently. Hence, in tunnels through friable rocks, it is usual, 1st., to perforate the hill and trim out the transverse section; 2d., to turn and pack the arch—thus dividing the construction into two distinct operations.

So much time is commonly consumed in the tedious process of tunnelling, that such works are almost invariably driven both day and night, and the excavation being accomplished, it will generally be necessary (in order not to detain the opening of the work for use) to press the arching forward with the utmost expedition; to do which requires some ingenuity in arranging the work and stationing the workmen, so as to be enabled to employ in the tunnel a powerful force; and this will be found impracticable in such confined situations, without peculiar arrangements different from what would be adopted in works in the open air.

The longest tunnel in America—that of the Chesapeake and Ohio Canal, at the Pawpaw bend of the Potomac River—being 3118 feet in length between its portals, is cut through a slate rock, of such character that a thorough arch is indispensable to the safe and uninterrupted transit of boats; but the roof of rock being sufficiently firm to sustain the mass of the hill above, whilst it is not enough so to prevent continual and heavy scaling from the soffit, a light arch, well packed, has been designed to keep the material in place and make the roof safe; the side walls or abutments to be thirteen inches, or a brick and a half, and the arch nine inches, or one brick, in thickness; its span being twenty-four feet, and its intrados a semicircle.

This tunnel having been carried on with the intention of nearly completing the excavation before commencing the arch, and that part of the work being nearly done, it became the duty of the writer to devise the means of inserting this arch, with the least possible delay; and as it pertains to a subject of professional importance, an extract will be give from a late report to the directory of the Chesapeake and Ohio Canal Company, with the hope that it may induce some of the writer's professional brethren to communicate their observations upon kindred subjects, through the pages of this Journal.

Extract from a Report made to the President and Directors of the Chesapeake and Ohio Canal Company, by E. Morris, Chief Engineer.

As it has been imagined by some that the arching of the tunnel would require a very long time, it may be as well to give an outline of the plan upon which I have long contemplated proceeding with this portion of the work; and by the execution of which, I have entire confidence that, with a heavy force, this formidable arch, though 3118 feet long, and requiring about 3,300,000 bricks, can be constructed in a single year—the bricks being prepared beforehand and delivered at the portals. By the experiment of Colonel Pasley, of the Royal Engineers, of Mr. Brunel and others, the cohesive power of cement has been demonstrated to be so great, that from twenty to thirty bricks, with their longest dimensions vertical, had been stuck out horizontally from a wall, by adding successively a brick at a time, as soon as the cement joint of the preceding one had set. Acting upon the principle of cohesiveness here developed—possessed, as it is, in an eminent degree, by the hydraulic cement of the Potomac, which I contemplate using in the arch, at least without any admixture of sand, in order to procure a quicker set and firmer bond, I propose—

1. With a strong force to raise both side walls up to the springing line of the arch.

2. In sections of (say) 500 feet, by reverse moulds and without centering, to carry up the arch on both sides to the angle of repose, and, bringing into play the cohesion of the cement, even above it (say), to an angle of forty or even forty-five degrees, as may be determined at the time.

3. By a system of detached centres, framed to leave open about thirty degrees of the crown, each supporting three feet lineal of the arch, and having an interval of four or more feet to be sustained by the cohesive power of the cement, to carry up the spandrels of the arch to an angle of seventy-five degrees, or within fifteen degrees of the crown on each side.

4. By a very light centre (capable of being handled by two men), to key up the crown in sections of two feet, shifting the crown centre continually (upon a platform carried by the detached system), as each successive section of the crown is keyed up and packed.

Those who are conversant with practical affairs, will at once perceive that, by working in long sections, course by course successively, the cement will set in one part whilst the workmen are engaged at another; and that by the division of labour indicated in the above outline, a very large force can be employed upon the arch, and so organised as to finish each part in detail; the most tedious portion, that of keying up, being limited by the mode of operation, to thirty degrees of the crown alone, or but one-sixth of the semi-circle, can be advanced by working only from a single point, at the rate of ten feet lineal per day.

* From the Journal of the Franklin Institute.

PRODUCE AND RETURNS OF ENGLISH AND FOREIGN MINES,

FROM JUNE 30, 1840, TO JUNE 30, 1841.

[The following statement is taken from *Grylls's Annual Mining Sheet*.]

Quantity of Copper Ore sold from each Mine, British and Foreign—the Average Price per 21 cwt., and the Amount of Money—each Copper Company's Purchase—the Total Amount of Ore, Fine Copper, and Money—the Average Standard, Produce, and Price for the year, both in Cornwall and Wales.—The Quantity of Tin purchased by the Tin Companies within the same time, &c.

Mines.	Ore from each Mine. 21 cwts.	Amount in Money. £	s.	d.	Aver. price p. 21 cwt. £	s.	d.
CORNWALL.							
Buller, Wheal	1,338	6,942	2	0	5	4	0
Busy, Wheal	394	1,262	5	6	3	4	0
Bazeley's Ore	142	325	11	0	2	6	0
Botallack	136	1,668	17	6	12	5	6
Consolidated Mines	12,871	82,314	7	0	6	8	0
Carn Brea Mines	3,821	25,099	12	6	6	11	6
Cook's Kitchen	714	2,789	14	6	3	18	0
Carharrack and Wh. Maiden	763	4,947	14	6	6	9	6
Cuddra	176	304	17	0	1	14	6
Carnise	298	1,953	8	0	6	11	0
Cudlip's Ore	232	1,606	8	6	6	18	6
Clifford, Wheal	218	1,957	11	6	8	19	6
Charlestown United Mines	36	881	14	0	24	10	0
Cliff Downs	103	400	18	0	3	18	0
Darlington, Wheal	2,064	13,206	4	0	6	8	0
Dolcoath	3,700	18,529	6	0	5	0	0
Duffield Mines	582	5,113	0	6	8	15	6
Damsel, Wheal	112	538	6	0	4	16	0
East Wheal Crofty	6,184	32,851	15	0	5	6	0
East Pool	3,012	23,023	4	0	7	13	0
Ellen, Wheal	1,282	5,525	17	0	4	6	0
East Crinnis	106	501	17	0	4	14	6
Fowey Consols	12,757	78,208	5	0	6	2	6
Friendship and Prosper, Wheals	4,227	25,086	4	0	5	18	6
Francis's Ore	203	590	15	6	2	18	0
Godolphin	851	5,533	3	6	6	10	0
Gorland, Wheal	400	3,160	8	0	7	18	0
Great Wheal Charlotte	1,012	4,181	4	6	4	2	6
Great Work	200	2,168	11	0	10	17	0
Hallenbeagle	3,942	17,739	6	0	4	10	0
Harmony, Wheal, and Cardrew	1,339	6,605	4	0	4	18	6
Holmbush	1,935	16,971	8	0	8	15	6
Harriet, Wheal	1,027	4,545	13	6	4	8	6
Higgins's Ore	162	560	4	6	3	9	0
Hayle Ores	134	405	10	0	3	0	6
Jewel, Wheal	3,081	17,479	16	0	5	13	6
Julia, Wheal	465	2,840	12	0	6	2	0
Kitty, Wheal	90	666	10	0	7	8	0
Levant	2,583	28,778	1	6	11	3	0
Lydia, Wh., and South Towan	1,797	8,404	15	6	4	13	6
Leeds, Wheal	509	2,467	1	6	4	17	0
Marazion Mines	439	3,189	13	0	7	5	6
Messer, Wheal	348	2,398	10	0	6	18	0
Mary, Wheal	131	833	0	6	6	7	0
North Roskear	3,984	28,849	18	0	7	5	0
North Downs	369	2,378	13	6	6	9	0
Poldice	1,781	12,554	12	6	7	1	0
Perran, Wh., and Perran Mines	537	2,204	7	0	4	2	0
Providence Mines	941	4,987	4	0	5	6	0
Providence, Wheal	627	4,530	19	6	7	4	6
Par Consols	1,255	11,250	16	6	8	19	6
Relistian	413	2,936	14	0	7	2	0
South Roskear	1,912	9,933	2	0	5	4	0
South Wheal Basset	1,811	13,646	17	0	7	10	6
Speed, Wheal	1,192	6,001	5	0	5	0	6
Stray Park	972	5,972	7	6	6	3	0
Sparrow, Wheal	159	840	14	6	5	6	0
St. Ives Consols	78	516	14	0	6	13	0
St. Andrew, Wheal	485	2,415	7	0	4	19	6
Sundry small mines	604	2,497	14	0	4	3	0
Tresavean	11,291	66,033	2	0	5	17	0
Trethellan	5,372	22,794	10	6	4	5	0
Trewavas, Wheal	2,357	16,129	10	6	6	17	0
Treloil	2,019	12,944	19	6	6	8	6
Tincroft	1,582	5,855	3	0	3	14	0
Treleigh Consols	1,196	5,799	12	0	4	17	0
Treasury, Wheal	154	568	1	0	3	14	0
Trevaskus	270	2,738	3	6	10	3	0
Tehidy, Wheal	393	2,770	13	6	7	1	0
Treguthnan Consols	255	1,322	19	6	5	4	0
Trevorian	147	573	15	0	3	18	0
United Mines	8,862	57,577	14	6	6	10	0
United Hills	3,336	18,617	7	6	5	11	0
Unity Wood, Wheal	2,006	12,394	14	6	6	3	6
Virgin, Wheal	1,862	11,656	14	6	6	5	0
Vor, Wheal	146	554	2	0	3	16	0
Vyvyan, Wheal	241	1,017	0	6	4	4	6
West Wheal Jewel	545	4,323	5	0	7	18	6
WALES.							
Allihies	4,781	44,518	3	6	9	6	0
American	140	800	0	0	5	14	6
Ballymurtagh	732	1,736	9	0	2	7	6
Cosorree	94	1,070	8	6	11	7	6
Cushcen	318	2,989	13	0	9	8	6
Copiapo	1,162	27,043	8	6	23	19	0
Cuba	1,234	22,522	17	0	18	8	0
Cronebane	698	3,084	2	0	4	9	0
Cobre	31,069	351,021	10	6	16	0	0
Chili	9,016	207,271	10	0	23	0	0
Havannah	83	1,052	0	6	12	13	6
Jones's Ore	299	1,132	0	0	3	16	0
Kenmare	208	3,330	17	6	16	2	0
Knockmahon	8,435	72,301	13	6	8	11	0
Llandidno	333	3,277	10	0	3	16	6
Llywbid	234	1,448	1	6	3	14	0
L. charnore	611	5,734	16	6	9	8	6
Laxey	380	1,113	1	0	2	18	6
Llwyodo	300	1,450	6	0	3	13	0
Meinerrythan	281	844	11	0	3	7	0
Norway Ores	23	240	14	0	9	1	0
Santiago	6,274	100,430	3	0	16	0	0
Sundry small mines	239	1,607	15	6	6	19	6
Tigrony	644	2,625	15	0	4	1	6
Valparaiso	473	10,209	13	0	21	12	6

ORES CONSIGNED TO THE ENGLISH COPPER COMPANY IN THE YEAR.

Carn Brea Mines	6407	—21 cwts.
Wheal Darlington	2066	—
Duffield Mines	787	—
Godolphin	213	—
Cook's Kitchen	632	—
Wheal Lydia and South Towan	383	—
Tincroft	848	—
Wheal Julia	377	—
Wheal Treweth	77	—
St. Ives Consols	98	—
Total	12,736	—

Copper Ores Sold in Cornwall.—Average standard, 118l. 6s.—Average produce, 7¾.—Average price per 21 cwt., 6l. 1s. 8d.—Fine copper, 9997 tons 2 cwts. 1 qr. 23 lbs.—Amount of money, 819,923l. 2s.—Copper ores, 135,080; consigned to the English Copper Company, 12,736.—Total, 147,866—21 cwts.

Copper Ores Sold in Wales.—Average standard, 97l. 13s.—Average produce, 17¼ and 1-16.—Average price per 21 cwt., 14l. 14s. 6d.—Fine copper, 10,289 tons 12 cwts. 0 qr. 6 lbs.—Amount of money, 871,247l. 14s.—Copper ores, 59,378—21 cwts.

Totals in Cornwall and Wales.—Copper ores, 194,468 21 cwts.—Fine copper, 20,276 tons 14 cwts. 2 qrs.—Amount of money, 1,691,196l. 16s.

COPPER ORES PURCHASED BY THE COPPER COMPANIES IN CORNWALL AND WALES.

Purchasers.	Ore. 21 cwts.	Copper. Tons	cwt.	qr.	lb.	Money. £	s.	d.
Mines Royal Company	10,127	1066	18	0	24	90,258	1	7
English Copper Company	14,095	1924	1	3	23	153,474	19	1
Vivian and Sons	47,368	4559	13	3	23	374,269	5	8
Freeman and Co.	22,283	1821	13	0	19	153,509	13	9
Pascoe Grenfell and Sons	24,650	2438	16	0	1	203,622	17	0
Crown Copper Company	658	71	11	1	16	6,043	1	3
Sims, Willyams, and Co.	21,948	2338	5	3	27	194,235	8	2
Williams, Foster, & Co.	50,790	5883	18	1	10	493,464	16	1
Vigurs and Co.	2,549	271	15	1	25	22,318	13	5

Copper Ores Imported into the United Kingdom in the year ending January 5, 1841, 42,248 21 cwts. 14 cwts. 1 qr. 24 lbs.

Fine Copper Exported from the United Kingdom in the year ending January 5, 1841: British copper, 7523 tons 16 cwts. 3 qrs. 17 lbs.; copper smelted from foreign ores, 7680 tons 4 cwts. 2 qrs. 5 lbs.—Total, 15,204 tons 1 cwt. 1 qr. 22 lbs.

BLACK TIN PURCHASED BY THE TIN COMPANIES FROM JUNE 30, 1840, TO JUNE 30, 1841.

Purchasers.	Black Tin. Tons.	White Tin. Tons.	cwt.	Money. £	s.	d.
Daubuz and Co.	451	297	12	21,798	18	7
Grenfell and Co.	44	29	2	2,159	8	9
Batten and Son	12	7	12	575	0	0
Bolitho, Carne, and Michell	402	263	16	19,035	14	6
Williams, Harvey, and Co.	398	263	2	19,214	13	2
Bissoe Bridge Company	97	63	16	4,734	6	10

Total.—Black tin, 1404 tons—White tin, 925 tons—Money, 67,518l. 1s. 10d.

Tin Imported into the United Kingdom in the year ending January 5, 1841, 469 tons 19 cwts. 3 qrs. 17 lbs.

Tin Exported from the United Kingdom in the year ending January 5, 1841: British tin, 1844 tons 4 cwts. 3 qrs.; foreign tin, 329 tons 13 cwts. 2 qrs. 14 lbs.—Total, 2173 tons 18 cwts. 1 qr. 14 lbs.

COLLEGE FOR CIVIL ENGINEERS.

The examination of the students of the College of Civil Engineers, established at Battersea, and the distribution of prizes to the successful candidates in the different branches of science and learning taught at the establishment, took place on Thursday, in the great hall of the building, in presence of Lieut.-Colonel Hutchison, of the Bengal Engineers (resident director), who presided, the members of the council, the professors, who acted as examiners, and many scientific gentlemen, specially invited on the occasion. There were also present the Hon. Colonel L. Stanhope, Sir G. Ogle, Captain Davison, R.E., his Excellency Signor Tricoupi (the Greek Minister), and several other persons of distinction. The examination commenced shortly after eleven o'clock, and lasted several hours, the professors in turn proposing questions in mathematics, mechanics, architecture, chemistry, &c., and the pupils answering them *vivâ voce*, and illustrating their answers by diagrams drawn with chalk on a large black tablet, in the same manner as is practised at the Royal Military College at Sandhurst, and at other places of public education. The answers were very satisfactory, and showed a considerable proficiency in the pupils. Some of the questions were adapted for those who had made a great progress in mathematics—nevertheless, they were answered with readiness and accuracy. The questions in relation to practical architecture, proposed by Mr. Ranger, the professor of architecture, were particularly well answered, as were also those proposed by Mr. Bell, the professor of mechanics. Mr. Evrett proposed some questions in his capacity of professor of chemistry, which were well answered. They were not questions of difficulty to professed chemists, but they were sufficiently difficult to show that much attention must have been paid by the pupils to his instructions. The pupils were also examined in the German and French languages, and they translated passages taken from various authors with facility and without hesitation. They also transcribed English sentences into German and French with fidelity and elegance. The chaplain, the Rev. Mr. Page, who is also professor of history to the institution, proposed many questions connected with his department, which were answered satisfactorily. At the conclusion of the examination the prizes were distributed in the following order:—

Mechanics—1st. prize, Mr. G. Lee; 2d. Mr. E. G. Rearden; 3d. Mr. Swindel.
Civil Architecture—1st. prize, Mr. Lewis; 2d. Mr. Berney; 3d. Mr. De Garay.
Practical Mechanics—1st. prize, Mr. Lee; 2d. Mr. Rearden; 3d. Mr. Montagu.
Topography—1st. prize, Mr. Curtis; 2d. Mr. Lee.
Chemistry—Prize, Mr. Ord.
Geography—1st. prize, Mr. Filleter; 2d. Mr. Johnstone, geography; 3d. Mr. De Garay; 4th. Mr. Hutchinson, map drawing.
Landscape Drawing—1st. prize, Mr. Lewis; 2d. Mr. Rearden; 3d. Mr. Hutchinson; 4th. Mr. Lee. *French*—Prize, Mr. Lewis. *German*—Mr. Bridgeman. *History*—Mr. Ord. *Greek*—Mr. Harriott. *Latin*—Mr. Harriott.

The Chairman then briefly addressed those present, and congratulated the council on the progress of the institution, which it appears has only been one year in existence in its present locality and to its present extent. He particularly adverted to the general good conduct of the pupils, who, though they were not under the discipline of the universities, nor the coercion of public schools, yet conducted themselves in a manner which showed the moral restraints imposed upon them by their own good feelings.

It appears from the report, that there are at present ninety pupils, who are instructed in everything that can render them able engineers, and that, besides their strictly professional education, those branches of learning are taught which are calculated to develope the mental faculties generally, and which are at the same time indispensable for all persons whose position in society is that of gentlemen. The building, formerly Battersea-house, and the adjoining estate, called the "Cedars," is admirably adapted for its present purposes. It has been greatly enlarged, and several buildings erected. The grounds cover a space of twenty-seven acres, and are pleasantly situate on the banks of the Thames, on the eastern side of Battersea Church. The institution appears to be in a flourishing condition.

Salt Mine at Tuz Koi.—The salt occurs in a powerful bed, the extent of which it was impossible to judge of, as none of the actual shafts go to its floor, although many display its roof. This bed occurs in a stiff yellow clay, sometimes bluish covered, with abundant crystals of gypsum, which is superimposed upon it in horizontal beds, a little to the east of the mine. There are about seven shafts now open; these are distributed, in a rather curious manner, round the sides of a pit formed by the excavations of former years, and they run into various depths, from 20 to 100 feet. The salt bed was about forty feet below the level of the hill; the galleries are carried down at a high angle of inclination, and the salt is taken out in baskets, carried up rude stairs cut out of the clay. There was also a shaft at the bottom of the pit, but it has long ago fallen in, and is now the grand receptacle for rain-water. While Mr. Russell and I were at the mines, there came on a severe thunder-storm; torrents of water came pouring, in a few minutes, into the pit, from several sides at once; the soft clay gave way in large masses, and several slips occurred round the sides of the pit. It appears very likely that works so carelessly carried on, will, some day or other, be overwhelmed all at once.—*Expedition to Kurdistan, by W. Ainsworth, in Royal Geog. Journal.*

The Artesian Well at Southampton.—The works of this most important undertaking are now in full progress, and the depth of 344 feet was this day attained. The soil at this depth is a hard clay, having the appearance of dark coloured rock, but softening on exposure to the air. Should no unforeseen difficulty arise, we may look for an early completion, as the spirited manner in which the works are carried on shows that nothing will be wanting on the part of the contractors to obtain for the town the unfailing supply of pure water which the success of the undertaking will render available.—*Hants Independent.*

Subterranean Forests.—Not only are trees frequently found imbedded in peat, bogs, and mosses, but entire forests are not unfrequently discovered deeply buried in the soil. Several instances of the kind have been discovered on our coasts; the trees thus entombed on the sea-shore being usually brought to light by the excavations made by some storm, which has laid bare the superincumbent deposits. The vegetable substance is usually impregnated with iron, and the wood is firm and heavy, so that in Yorkshire the timber thus obtained is frequently used for the construction of houses.

PROCEEDINGS OF PUBLIC COMPANIES.

UNITED MEXICAN MINING ASSOCIATION.

The half-yearly general meeting of the proprietors of the above company was held at the London Tavern, on Wednesday, the 28th inst.

James Mackillop, Esq., in the chair.

The Secretary having read the advertisement convening the meeting, proceeded to read the directors' report and statement of accounts, which were as follow :—

REPORT OF THE DIRECTORS.

The directors, in reporting to the proprietors the events that have taken place in the affairs of the association since the half-yearly general meeting, held on the 27th of January last, beg leave, in the first place, to call their attention to the Mine of Rayas, which is the only mine now worked by the association, and the result of the operations in which, since the preceding meeting, has been as follows, viz. :—

From 1st July to the 31st December last the amount of outlay was				\$192,399	4	0
Ditto ditto ditto returns ..				267,725	7	0
Making a surplus of returns realised of				75,326	3	0
To which is to be added the estimated value of ores on hand on 31st December, 1840, amounting to				29,704	4	0
Making, together				\$105,030	7	0
But, to arrive at the *bonâ fide* results of the year, it is necessary to take the						
Amount of realised profits to 30th June	\$51,255	0	0			
Ditto ditto 31st December	75,326	3	0	—126,581	3	0
And to deduct, for difference of value of						
Ores on hand on 31st December, 1839	\$57,539	0	0			
And value of ores on 31st December, 1840	29,704	4	0	— 27,834	4	0
Leaving				\$ 98,746	7	0
And add value of ores on 31st December, 1840				29,704	4	0
Making the surplus for the year 1840				\$128,451	3	0
The total amount, however, received for Rayas, is as follows, viz. :—						
The said realised profits of the mine	\$126,581	3	0			
Amount recovered of the Arista indemnity	14,802	0	0	—141,383	3	0
Of this sum of \$141,383 3, the association has received as follows, viz. :—						
For general debt of the mine	\$33,495	4	7			
„ private debts of owners (now extinguished)	1,645	6	7			
„ association, for its share of profits	43,395	3	2	— 78,536	7	0
(And corresponding to 12¼ bars.)						
And the owners have received—						
For their share of profits				62,846	4	0
(Corresponding to 10¼ bars.)						
Total				\$141,383	3	0

From the 1st January last, to the 16th April, being the last date received, the produce of the mine has been as follows, viz. :—From the 26th December, 1840, to the 16th January, 1841 (three weeks), the profit of the mine was \$2250; from the 16th January to the 13th February (four weeks) the produce did not more than cover the expenses; from the 13th February to the 13th March (four weeks) the profit of the mine was \$1500; and from the 13th March to the 16th April (four weeks) the produce only equalled the expenditure, but on this subject the directors beg to call the attention of the proprietors to the following extract of Mr. Shoolbred's last letter, dated the 16th April :—

Extract of Mr. Shoolbred's Letter, dated at Guanaxuato, April 16, 1841.

"*Mine of Rayas.*—I regret not being able to report any improvement, worthy of notice, in the various workings of Purisima, San Cayetano, and San Miguel, except the very trifling amendment noticed in the accompanying report by Mr. Glennie, as respects the two points of San Feliciano, in San Cayetano, and San Luis, in San Miguel, for, in other respects, I am not aware that any alteration has shown itself in the mine since the date of my last dispatch; the usual Easter holidays have, however, been productive of diminishing the quantity of picked, as well as lowering the sales on joint-account with buscones; of the former, the quantity produced in the four weeks, from the 13th ult. to the 10th inst., is 1918, or 479½ cargas weekly, and of the latter there have been four sales, yielding the gross amount of \$13,535 7, or \$3384 1½ weekly, which, being a decrease on the four preceding weeks, barely equalises the produce with the expenditure of the mine; and I regret in having to add, that there is no prospect of any immediate improvement either in the quantity or quality of the extraction, or picked ores, or in the sales with buscones. There is no doubt that, to give the mine more impulse for the development of its capabilities, works of research and speculation are required, which, with an expiring contract, and the certainty of poverty in the meanwhile, I do not consider either prudent or advisable to undertake, for, independently of the cost of such works, and the time required to return their outlay, if return be made, to attempt them now would not only be so much money thrown away, but they would enhance the value of the mine against the association, and thereby increase the difficulties—too many already—towards obtaining a new lease or contract in the mine. With reference to this subject of new contract, I have nothing worthy of notice to mention on the present occasion—no progress, or even favourable disposition, having been shown in that respect on the part of the owners since the date of my last communication to the directors; time alone will subdue this indifference, and I trust being shortly in a position to report more favourably and satisfactorily thereon to the directors."

The proprietors will, therefore, perceive that, until works of research and investigation have been undertaken, it cannot be hoped that the produce of the mine will increase, and such works it would be unadvisable to prosecute until a new contract with the owners be made.

Haciendas.—These establishments have given the net profit, during the last year, of \$44,444 4, viz. :—

Barrera, with sixty-eight arrastres	\$ 6,197	2	7			
Dolores, with thirty ditto	13,270	1	2			
San Matias, with twenty ditto	4,976	7	7	—44,444	4	0

Profit and Loss Account.—The amount to the credit of this account, to the 31st December—that is, upon the Guanaxuato district, the only one in active and productive operation—is \$90,472 0 5, from which deduct, for expenses of management, agencies, &c., as per manager's balance sheet, \$10,127 6 7—leaving \$80,344 1 6 still to the credit of the account, and subject to the expenses incurred by the unproductive districts of Zacatecas and Oaxaca, amounting together to \$5195 1 7.

Value of Stores and Building in Mexico.—According to the valuation of the agents of the company in Mexico, made on the 31st December, 1840—

In buildings	\$79,873	4	1			
In stores	215,084	2	6	— 294,957	6	7

Acknowledged debt of the mine of Rayas on the 31st December last, as signed by the owners on that day, \$284,957 7.

Finances in Mexico and Remittances.—Since the last half-yearly meeting, Mr. Shoolbred has remitted to the directors the sum of \$81,793, which have produced 16,948*l.* 10s. 7d.; and on the 16th April his available asset on hand was \$27,409 4 1, subject to the liabilities of current expenditure; he had also on hand \$1047 4 in Treasury orders, on account of claims on the Government, in course of collection.

Finances in London.—The directors beg to submit to the meeting the following account of receipts and payments, from the 1st January to the 27th inst. (see account), from which sum of 9498*l.* 12s. 1d., is to be deducted the following amounts, viz. :—

Auxiliary capital unclaimed	£1612	10	0			
Red scrip, first 20 per ct. thereon, unclaimed	719	0	0	—2331	10	0
Leaving a surplus of				£7467	2	1

subject to the cost of the monthly shipment of sixty bottles of quicksilver (about 900*l.*), such payments as may from time to time be required on Mexican account, and the expenses of the London establishment.

Zacatecas and Sombrerete.—With respect to these districts the directors have but little of importance to report. In the former, the lawsuit with the owners of San Acasio is still pending, and at the latter the hacienda at San Pedro Nolasco is still held by the association.

Receipts and Payments since the 31st Dec., 1840, to the 28th July, 1841.

RECEIPTS.

Brought from account ending 31st Dec., 1840—Cash lent at interest, 8000*l.*, at bankers, 1188*l.* 4s. 2d.; petty cash, 87*l.* 12s. 11d.; stamps, 134*l.*				£10,200	8	1
Transfer fees				2	15	0
Remittances from Mexico—						
19th Feb.—\$ 7,000 per Star packet	£2815	11	0			
31st March—\$14,000 per Skirlark	5175	5	11			
7th July—\$9,000 per Pigeon	1954	12	6	—16,948	10	2
Interest on money lent				146	17	0
Interest on Exchequer Bills exchanged				126	12	0
				£27,392	10	11

PAYMENTS.

Paid to sundry persons, being creditors on 31st December, 1840, which sums have been charged under their respective heads, in the annual accounts audited to that date	£ 371	5	0
Amount charged to the manager in Mexico for quicksilver shipped, cash paid to his order, and other payments, in respect of which he is to account.—Quicksilver (120 bottles), 7616*l.* 0s. 6d.; sundry payments, 198*l.* 10s. 6d.	7,814	19	0
Amount paid for insurance and shipping charges on bullion and specie received from Mexico.—Insurance, 198*l.* 0s. 3d.; shipping charges, 11*l.* 1s. 9d.	209	12	0
Office salaries and wages, two quarters, to 24th ult.	294	10	0
Office expenses, &c., &c., ditto, ditto	136	7	4
Directors of auxiliance [illegible]	170	0	0
Auxiliary capital (on account)	287	10	0
Red scrip (on account), 8,336*l.*; stamps for ditto, 11*l.* 14s. 3d.	8,348	14	3
Premium and interest on Exchequer Bills purchased	107	11	10
Exchequer Bills on hand	5,000	0	0
Cash lent at 4 per cent. interest, 4000*l.*; cash at bankers, 604*l.* 12s.; petty cash, 92*l.* 2s. 10d.; stamps, 144*l.* 11s.	4,828	13	10
	£27,392	10	11

The Chairman stated that he could say nothing in addition to the directors' report until an arrangement is concluded with the proprietors of the Rayas Mine for a new lease of that property.—Mr. Thomas Daws wished to know when the present lease expired, and what would be the consequence if they had not made any arrangement by that period?—The Chairman replied, that their lease expired in December next, and if the mine were not worked it would be liable to be forfeited.

Mr. Daws inquired if the directors felt themselves legally justified in concluding so important a matter as a new lease of the mines without first calling the proprietors together and informing them of the terms? It was a heavy responsibility, for when he saw that above 1,000,000*l.*, and the value of the silver raised, which has been great, was expended, without any profit to the shareholders, he thought they had better not take up this lease, for, if they did, it appeared to him that the result would be another call; it was really melancholy to think that the English people should have sent such immense sums of money to fructify Mexico instead of using it at home—to him there appeared no chance of any dividend.—A Proprietor perfectly agreed with Mr. Daws, that the sooner the concern was wound up the better, it was only paying salaries, &c., in Mexico without reaping any benefit.

The Chairman explained, that from the profits of that mine, for three years, they had paid off debts to the amount of 77,844*l.*; if they had given it up, they could not have done that; if they take a lease, they can either keep it up or give over working, as they please. Their manager in Mexico knows that he must make the mine pay itself, for no more money would be sent out.

Mr. T. Daws wished to know if Mr. Shoolbred had the power to involve them in debt?—The Chairman stated that he had not; and he fully understood that, beyond a little gunpowder and a few bottles of quicksilver, he would get nothing from England.

The Chairman, in reply to a question, stated, that the term for which they wanted the lease was twenty years.

It was then moved, seconded, and carried unanimously—"That the report and accounts be received;" it was also moved, seconded, and carried unanimously—"That Messrs. Stewart Marjoribanks, M.P., and J. Mackillop, be re-elected directors for the ensuing year;" and "That Mr. H. Bunster be re-elected auditor for the ensuing year."

The thanks of the meeting being voted to the directors and chairman, the proprietary separated.

COPIAPO MINING COMPANY.

The annual meeting of proprietors of this company was held on Thursday, the 29th inst., at their office, Austinfriars.

Henry Harman, Esq., in the chair.

In pursuance of the resolution passed in July last, for filling up the vacancies in the direction at the annual meeting, G. L. Hollingsworth, Esq., and T. Masterman, Esq., directors, and J. Deacon, Esq., auditor, who went out of office by rotation, were severally re-elected.

The Chairman then read the report, of which the following is the substance :—

REPORT.

The directors have to inform the shareholders, that, since the last meeting, the company have received 1220 tons of copper ore, which, upon an average, has rendered 20 per cent. of copper, and sold for 29*l.* per ton—realising a nett profit of 11,126*l.* 8s. 6d. They have been disappointed in the receipt of a cargo, which was destined for the *Lucy*, in consequence of that vessel having been fraudulently stranded by her captain on her outward voyage. The directors now look for the ship *Hinda*, with 400 tons of ore, being the next in succession under charter, and shortly to be expected; she will be followed by the *Fiorreille*, of 280 tons. The total quantity of ore lying at the different mines, at the date of the last advices, was about 3650 tons, of which 2600 tons were raised in the Valley of Copiapo, and are in progress of shipment.

The produce of the mines of Checo and Puquios has been diminishing since the month of April, 1840—nevertheless, the quantity of ore raised during the past year has been 1790 tons. This decrease has been occasioned partly by the hardness of the ground, and partly by the irregularity of the veins; besides which, several of the miners had been employed for some time in sinking a new shaft at Checo. Captain Trebilcock reports, however, that there is every reason for believing, that, when the shaft shall be completed to the level of the old workings, a considerable improvement may be expected; in the mean time, a new mine, of some promise, had been discovered in the vicinity of Checo, and designated by the name of "Victoria," upon which some experiments were making on a small scale.

Upon the recommendation of the mining captain, the directors decided to discontinue working the mines of Las Animas and Paposo. The loss sustained by these operations, and the recharter of some of the vessels engaged by the company, have reduced the balance of profits to the sum of 5098*l.* 5s. 2d., out of which it is the intention of the directors to pay a dividend of 10s. per share, as soon as they shall be in funds.

The balance-sheet of the company's affairs, made up to 30th June last, now submitted to the meeting, will lie in the office for the inspection of the shareholders.

The directors have the pleasure to state, that their manager, Mr. George Bingley, who sailed from England in July last, arrived at Copiapo in the month of October, and resumed the management of the company's affairs. The directors have now to communicate to the shareholders an arrangement which they have entered into on behalf of this company. After much deliberation and the strictest inquiry, the directors came to the determination of making a conditional agreement to purchase a third share in a well-known silver mine, called "Pampa Larga," in the immediate vicinity of the mines of the company. This arrangement will not, in the first instance, require any additional capital, as their share of the mine is to be paid for by a royalty, or per centage, on the ores raised; and the company have reserved to themselves the right of abandoning the working at any time, should it prove unproductive, or of purchasing the royalty at a fixed sum, should adequate success attend the undertaking. The directors cannot conclude this report, without adding that they continue to receive the most gratifying accounts of uniform good conduct of all the individuals sent out from this country in their service; they have further only to reassure the shareholders, that no exertions shall be wanting on their part to promote the success of the company.

It was resolved—"That in future two meetings of the shareholders be held in the course of the year."—It was then moved by R. Skynner, Esq., and seconded by T. Helme, Esq.—"That this report be received and adopted."—Thanks having been voted to the chairman, the meeting separated.

ST. JOHN DEL REY MINING COMPANY.

A special general meeting of the shareholders in the above company was held at their offices, 8, Tokenhouse-yard, on Friday, the 30th inst.

J. D. Powles, Esq., in the chair.

The Secretary having read the advertisement convening the meeting, the Chairman explained that it was called according to the promise made by the directors, in consequence of Mr. Herring having arrived in town, so that the proprietors might, by questioning him, arrive at the real state of their mines; the directors had prepared a string of questions, which Mr. Herring had answered. He (the chairman) then read the following questions and answers :—

What reliance can be placed on the permanent continuation of a supply of ore from the mines, and for what length of time?

I have already stated, in the annual report for last year, that 141 fathoms of ore ground, or lode, were already laid open, which would supply, with ease, eighty-seven tons of stone per diem, or 26,100 tons per annum, of 300 working days. The only limit to the continuance of this supply is the depth to which the lode or lodes may reach, which no miner can foretel; or, on the other hand, supposing the continuation of the lode in depth infinite, the limit will ultimately be the want of mechanical contrivance to raise the ore to grass. I stated, in the annual report, that eighty-seven tons per diem might be raised from the length of the lode already laid open, by only working during half the twenty-four hours; and there is no reason, that I am aware of, why this same ground, being properly manned and wrought into regular stoping order, should not be made to produce half as much more each twenty-four hours, or, say, 130 tons, equal to 39,000 tons in the year. I have merely alluded to the extent of lode laid open with the cleavage—the only advantageous manner of stoping the Morro Velho lode. But there are twenty-one fathoms of lode laid open, which could at present be only stoped against the cleavage—thus making in all 162 fathoms of lode laid open; but it appears to me that the supply of ore is inexhaustible, since the lode unexplored, but known to exist, and that presumed on the strongest evidence to exist, is quite as much more as that already laid open.

What expectations, if any, can be formed of an improvement in the quality of the ore?

In the quality of the ore itself, as it exists all over the bottom of the mines, no expectations whatever can be made of either an amelioration or a deterioration; this is a matter of pure mining contingency. With regard, however, to the ore in the Upper Champion stopes, there is reason for strong presumption that the quality of that ore will improve from 2 oits. to 4 oits. per ton, as I have frequently explained in my late correspondence with the board. It appears next to certain, that the westernmost ground, in the deep part of the United Mines, corresponds, by the dip of the layers or floors of lode, to that part of the Champion ground which we have been stoping down. This ground above gives only 2 oits. per ton, while down below it gives 4 oits. Under another point of view, I have no hesitation in stating, that if the quality of the ores remains the same as it now is in the mines, we shall realise for the stamps a better average quality of ore than we have been supplying during the years 1839 and 1840. Firstly, because the Gamba will soon begin to furnish a much larger supply of ore than she has hitherto done; and, secondly, because the mines in general, by being brought and kept in good stoping order, will offer facilities for breaking much larger supplies of ore than we have hitherto had, and, for this reason, the ores for the stamps may be picked, and, consequently, yield a better produce than has hitherto been obtained.

What has been the cause of the decline in the produce observable in the months of January, February, March, and April?

The immediate cause is that of having been obliged to submit to the stamps a poorer quality of stone than during the preceding months. This arises from two or three concurring causes:—1st. The Gamba Mine, in consequence of being worked in a manner that will bring it into proper combination with the tramroad, has been of late so situated that it has had no stopes from which to break any quantity of its best or average ores. The principal supply of ores from this mine has been obtained from that part of the lode which is being worked down for the establishment of a sump shaft, and this happens to be the poorest part of the lode, although from ten to twelve feet big. It is unfortunate that this mine should not have been in a situation to furnish better ores, and a more abundant supply at the time when the best ores in the Bahu required to be spared, but it could not, under any circumstances, have been otherwise arranged. 2d. The sinking in the Bahu sump shaft not having been carried on so fast as could have been desired, this part of the mine has not so many stopes as it ought to have, and it is well known that the Bahu ores are the best in the United Mines. There are, nevertheless, some stopes in good stone, in very good order in the United Mines, but I have been unwilling to allow them to be much worked on, as the sinking has not been carried on in proportion to the stoping. By working these stopes much at present the mine would remain a longer time out of order than will be the case by sparing them a short time, for it is certain that by unfairly working the mine now, every pound of gold so obtained would cost two or three pounds at a later period, from the inconvenience that would inevitably be experienced. Why the sinking was not carried on faster is, that the pumps had to be re-arranged in the sump shaft, and a good deal of work to be done by the mechanics for this purpose, and their energies were fully employed during a considerable time in erecting the new twelve-head stamps which replace the old six-head stamps which fell to pieces, and in completing tramroads, so that they had not time to take the sump work in hand sooner than December of last year. The sinking is now going on rapidly, and every month a new stope will be furnished. 3d. The Champion ores, which have been heavily drawn on for the stamps, to supply the deficiency of good ores from the Bahu and Gamba, have turned out much poorer than the first trials made in stamping this ore had led us to anticipate. The late falling off in the produce is merely temporary, and partly voluntary on my part, as I have stated above, for there can be no doubt when the Bahu and Gamba mines shall have been sufficiently sunk to furnish stopes, the produce must rise as certainly as anything can be certain in mining.

At what time is the hauling-machine expected to be finished, and what saving in expense is expected to result from it?

The hauling-machine will be finished in October or November next. The saving in expense of drawing will be 100*l.* per month, besides which some twenty men that it will set free for placing in the mine, and thus increasing the force on the most desirable point.

What saving has been effected by the tramroad?

When we were sending 850 tons of ore to the stamps per month, the saving of labour was estimated at 700*l.* per annum. By establishing the tramroad, we now send 1800 tons per month to the stamps; the saving, therefore, may be taken at double the amount, less the expense of keeping the road in repair, and the quantity of labour employed, which may be stated in round numbers at 200*l.* per annum, so that the net amount of saving may be fairly estimated at 1200*l.* per annum. But, leaving the consideration of saving of expense altogether on one side, it would be physically impossible to supply the present stamping power with ore, by any other means, at Morro Velho, than the tramroad.

Are any works remaining to be completed in the mechanics department, after the hauling-machine, in order to complete all necessary facilities for the advantageous working of the mine?

Yes, several. There are arrastres, to an extent undecided, from the absence of the necessary data. There is a pumping-wheel required for the mine; and then the present Capelino wheel and stamps, which are old and crazy, must come down, to make room for a 20-head stamps. The Susanna 6-head stamps is on its last legs (the wheel is forty years old); this must be replaced by new machinery. These things are required to meet the present resources of the mine—in fact, they will scarcely be sufficient to meet them.

What may be taken as a fair estimate of the monthly cost after the surface works shall have been completed?

This question cannot be satisfactorily answered, because it is not known, and cannot be known, when the necessary surface works will be completed, and no more, without regard to the contingent requirements of the mine. The best miners cannot tell, in opening a new mine—as Morro Velho is—how much he will require to do for her. But surface works are not works of speculation, as are underground works, and are not undertaken until the underground operations indicate the profit that would result from their adoption. This must necessarily increase the cost, in some instances, as in the case of stamps, though the proportion of profit is greater. In others, surface works diminish the costs, as in the establishment of railroads and hauling machines; therefore, as I said above, no scale can be given for fixing beforehand what the costs will be. In round numbers, I should say the cost will be, for the next twelve months, 14,000 milreas per month.

Is the manual force of the establishment sufficient for its present wants?

We could profitably employ fifty more hands at present. This year is a year of pushing all parts of the establishment to the utmost, for the purpose of reaching the desired point of yielding profits.

What may be considered a fair estimate of the monthly produce with the existing number of sixty-five stampheads?

What the mines are actually producing is no criterion, because, as I have stated in my correspondence, the immediate object in view is to sink both mines for stopes; when the stopes are ready, I shall be disappointed if we do not obtain from 7000 to 8000 oitavas of gold per month with our present stamping-power. When I say that sixty-five heads ought to yield from 7000 to 8000 oits., it is to be understood that I mean clean ores, or to be supplied to the stamps as stated in my letter to the board of the 8th April last; 1800 tons is there stated as the quantity of ore that fifty-nine heads, constantly working through the month, will stamp. That 700 tons of ore may be reckoned on as the quantity we may expect from the Gamba, and which ores, picked, will yield upwards of 4½ oits per ton, for they averaged last year, without being picked, 4½ oits. The United Mines, then, will furnish 1100 tons, which, unpicked, yields 3½ oits. per ton; and I have given reasons, in the same letter of the 8th April, for a well-founded opinion, that these ores, picked, will yield 4 oits. per ton. Now—

1100 tons, United Mines, at 3½ oits., is	3850 oits.	
700 „ Gamba, at 4½ ditto, is	3150 „	
1800 „	7000 „	

So I see every probability, not to say certainty, of raising the standard of the 1800 tons, by picking them, to between 7000 and 8000 oits. To be enabled to pick the ores, the stopes must be in good order, and worked regularly, so as to enable us to break more stone than is absolutely required for the stamps. This we have hitherto always found difficult to effect, for the concern has always been from hand to mouth.

Is it contemplated to put up any more stamping mills?

Yes, it is. The conversion of the present insufficient six-heads at the Capelino, into a twenty-heads stamps, has been mentioned before, by which fourteen heads will be numerically added to the present stamping power, but in efficient power at least seventeen heads, for the present six heads of the Capelino are so frequently stopped, and work so slowly, on account of the pumping-engine being attached thereto, that they are not worth three heads.

When is it likely the arrastres will be completed, and how many is it proposed to put up?

One arrastre will be completed immediately after the hauling-machine is finished; by the result of this one we must be guided entirely as to the erection of the others. I only now should suppose we may erect eight common-size arrastres with the water power at present brought home.

What increase of produce is expected from each arrastre? and at what cost?

It is expected that each arrastre will yield per diem 6 or 8 oits. The daily cost (exclusive of course of erection) about 10s., or say 15*l.* per month, and the produce 180 to 240 oits. per month.

Do you consider the establishment in an effective working condition, both as to European and other labour?

As to Europeans, quite so; as to native labour, the heads of almost every department are constantly demanding more force, and it requires constant attention to see that force be not abstracted from the mine department. This call for hands arises from the demand in every department for the utmost exertion it can make, and the natural answer is "then give us more hands."

Does there appear any probability of increasing the number of free labourers?

It is very uncertain, but I would say they are more likely to increase in number than diminish.

Is the water-power ample?

Yes, for the present wants of the mine; but when more machinery is required, the water-power may be considerably augmented, by taking up the stream which runs through the establishment (and it is a very large stream); I should think, however, that about forty feet is all the fall we should be able to obtain for it. A great deal more water may also be obtained for the leat, which now comes to the amalgamation house.

Is the supply of wood sufficient?

On the company's estate it is not, and for that reason I have been induced to purchase a right of cutting timber on an estate about ten miles distant, for ten years; on this estate there is abundance of timber for many years, and of the best qualities suited for mining purposes.

The Chairman stated, that if any proprietor wished to ask any questions Mr. Herring was prepared to reply to them.

Mr. Bosworth asked how many more "heads" would be required? and what would probably be the expense of the extra water power?—Mr. Herring replied, that not more than seventeen "heads" extra would be required; with respect to the latter question, he had made no calculation as to it, it might be a light expense, or very heavy—1000*l.* would certainly cover it.

Mr. Bowers asked if Mr. Herring had not taken a high standard per ton? he (Mr. Bowers) thought 3½ and 4½ oitavas more than previous experience could warrant.—Mr. Herring explained that, if the works were carried on regularly, the ley would increase beyond that; if the accounts were referred to they would show that the ores averaged that for 1840.—In reply to several proprietors, Mr. Herring said that the expenses had apparently been very heavy for the first three months of this year; that had arisen in a great measure from the hire of blacks, the price for which had been paid during those months instead of being spread over several months; he certainly did not expect the returns for April to have been so much as they have been, but was not all surprised when he saw from the place where the ores had been procured from; he had ordered that those points of the mine should not be touched—working at those places had made the returns so high; the arrastres will yield about 180 oitavas per month; one of the arrastres will be completed in about two months, it has been a long time in hand, and is merely an experiment; to work entirely at an arrastre it would be completed in about two months, two arrastres could be completed in about ten weeks, what takes the time is the preparation of the power to work them; the principal part of the labour is in the wheel; the saving anticipated from the hauling-machine will be about 1300*l.* per annum—of course the greater the number of heads the greater is the cost, and the returns in proportion; the hauling-machine will be of no avail in the Gamba Mine, there horses must be still used, for the level is not at present more than nine yards from the tramroad, which is too shallow; he had given full written instructions how the mine was to be worked, and felt assured that if those directions were followed the mine could not get out of order; he wished to stay in Europe twelve months to re-establish his health, and had no fears for the safety of the mine.

Mr. Bowers wanted a crust, the proprietors were getting very hungry, they had been a long time waiting for a dividend.—The Chairman said that they had been obliged to buy blacks, the slave owners came altogether, and refused to let out their slaves, as they wanted money, so they were obliged to buy them, that had made the cost about so very heavy.

A Proprietor thought it very impolitic to buy blacks in the present state of public feeling on the slave question.—Mr. Herring, in reply to Mr. Bowers, stated that they were only preparing the ground for future profits, which might be expected next year.—Mr. Bowers wished to know what would be the result if the shareholders were to give up the mine?—Mr. Herring replied, that all that could be turned into cash would be the negroes, which are worth about 20,000*l.*; it would be diffi-

cult to get cash even for them, as there was no ready money in the country, except in the hands of the English companies; in the last cost sheet there was an item of 3000 mitrees (about 375*l.* sterling) for the hire of blacks—now that they have their own slaves that expense will not be incurred.—Mr. Bowman stated that in the accounts that had been circulated the amount of produce had been given but not the details of cost, he should wish those details to be given.—The Chairman replied that the secretary would give every information required.

Mr. Bosworth wished to ask Mr. Herring's opinion, as to whether the mine would ultimately pay the proprietors?—Mr. Hennino replied, most certainly he did think so, as soon as the mine was in proper order, which he expected would be by the end of the year, and when once in order it would be impossible to get it out of order again, without it was done on purpose. It would be impossible to get it done soon, as they could not do in the Brazils as they did here. If you want a job done in England you put 200 extra men at work, and it is done off hand—now, in the Brazils, the men must be taken off from some other work, and the worst of it was it could not be remedied.

Mr. Bosworth hoped that next year they might have a handsome dividend.—The Chairman wished to know what Mr. Bosworth would consider a handsome dividend?—Mr. Bosworth replied 10*s.* per share.—The Chairman replied, that he would insure the profit to be 600*l.* per month, which would give more than that—it might even be 1000*l.* per month.—Mr. Bowman would be satisfied with 500*l.* per month.

Mr. Hennino stated, that the great evil had been, that the full complement of blacks had not been purchased at first starting; it had cost immense sums for their hire, which, if they had laid out more money at first, would have been saved.

It was then moved, seconded, and carried unanimously—"That the questions put by the directors, and Mr. Herring's answers, be printed for the use of the proprietors."—The business of the meeting being finished, the proprietors separated, all expressing the highest satisfaction at the ready manner in which Mr. Herring had answered the different questions put to him.

WEST CORK MINING COMPANY.

The usual half-yearly general meeting of the shareholders in this company was advertised to be held on Thursday, the 29th instant, at the George and Vulture Tavern, Cornhill, at one o'clock; a sufficient number of shareholders, however, legally to constitute a meeting, not having arrived up to two o'clock, the meeting adjourned *sine die*.

DANESCOMBE MINING COMPANY.

The half-yearly general meeting of this company was held at the offices, in Birchin-lane, on Thursday, the 29th instant; but, on application, we were informed that no business of any importance would be discussed.

CLARENCE RAILWAY COMPANY.

A meeting of the proprietors of shares in the above railway was held at the George and Vulture Tavern, on Tuesday, the 27th inst.

Henry Blanshard, Esq., in the chair.

The advertisement convening the meeting having been read by the secretary, the Chairman informed the proprietors that they were called together according to the promise of the directors made previous to the general meeting held at Stockton, to make them acquainted with what took place at that meeting; also to give a report of the committee which was appointed to visit and examine the works. The directors deeply regretted the necessity they were under of calling for more money, but they would lay before the meeting such an account that would prove that their affairs were by no means in a worse condition than at the last meeting, but on the contrary, the line, though slowly, was steadily progressing. The committee of shareholders had stated that 15,000*l.* would be sufficient for the completion of the works, but only 8000*l.* had been subscribed; the remaining 7000*l.*, although not the amount of the liabilities, would go a great way towards relieving them from their difficulties.

The Secretary then read the proceedings of the meeting held at Stockton, on the 1st of June, and the report of the directors submitted thereat; also a report of the present state of the works of the company, in which the committee stated that the extended level to connect the western and other pits with the Chilton branch has been completed, and the coals were now daily coming down for shipment; they had also reason to expect that other pits would shortly be sending coals down this branch. The following pits—viz., the Whitelee, Stanley and Westley, Newfield, and Whitworth, in addition to the Wellington and Hunwick, all on the line of the Byer's green branch and West Durham Railway, had sunk to good coal, which was now being conveyed down the Clarence Railway. From the heavy cuttings required to render the Byer's green branch a locomotive line, the expense had far exceeded the calculations made; it was, however, now so near completion, that from 800*l.* to 1000*l.* would finish it, which might be looked upon as a final expense. In bringing this work so nearly to a close, the committee had rendered themselves liable for large sums of money, from the shareholders having only partially responded to the calls, and from being obliged to receive further locomotive power; also from having been obliged to re-lay part of the line required, to ensure the safe conduct of the passenger traffic; beyond what has been stated, the company have no new works to execute except the bridge over Ballholme Creek, and the cost will not exceed 300*l.* In conclusion, the committee earnestly called upon the proprietors to come forward and advance the subscription on the shares previously called for, and second those who have already assisted them, to come into finality the little now required to be done.

After which, the Chairman, in reply to questions from several proprietors, stated that it would require 800*l.* to complete the Byer's green branch; that they had thirteen locomotives, several of which were now undergoing repair, but which would all in a short time be fit to work; the revenue of the company more than met the expenditure—the revenue being calculated at about 24,000*l.*, and the expenses at about 20,000*l.*, including repairs and every contingency; last month had been a very short one, in consequence of a panic amongst the colliewers, but it was only temporary, and their trade was now going on as usual. He (the chairman) also stated, in reply to a question from Mr. J. Morris, that about one third of the shares had not responded to the last call of 10*l.* per share.

Mr. J. Monnate had been much annoyed at his name being put down as a defaulter; he held only thirty-five shares, and had advanced 130*l.*, which he thought was quite enough, and did not feel disposed to advance more; 130*l.* on thirty-five shares, he thought, was paying considerably more in proportion than the other proprietors had done, or than the directors had any right to expect from him.

Mr. W. Monnion (the managing director) explained that he fully understood that it was agreed at a former meeting that the proprietors should advance 10*l.* per share, notwithstanding any previous payments, and, as he had not paid, consequently his name was in the list.

Mr. J. Monnate said that he had advanced quite enough, and would not advance any more, the shares were worth nothing, and he considered the company insolvent; his shares originally cost him 110*l.* each, and he thought that he had lost enough.

The Chairman explained, in reply to several proprietors, that the locomotive power, as at present applied, was certainly a losing one, but, if they had not locomotives, they would have no *trade*. On the first opening of the line to the collieries they had to send up day after day for the coals, they not being ready for them, and a great loss was therefore necessarily incurred.

Mr. Bannon inquired if the locomotive power had not been found insufficient for the duties required?—The Chairman replied, that last winter, during the severe frost, at the time when the thermometer was at zero, several portions of their engines were much injured by the frost, and, until the repairs were completed, they certainly were very much put about for a sufficient power; the superintendent (Mr. Childs) was present, and would explain better than he could.

Mr. Carling entered into a long explanation respecting the different engines, and stated that the worst of them all was the *Sir Robert Peel*, for it was always breaking down, they could do nothing with it; when all the engines were repaired they would have thirteen good engines; at one time he was left with only two engines, yet he got through all the work, and nothing stood still.

Mr. J. Monnate could not see why they required thirteen engines when all the work could be done with two. Was the haulage done by contract, there appeared a great loss by it?—Mr. Carling explained, that the loss by the haulage was owing to their having to hire horses for the Byer's green branch; they had to pay 15*l.* per waggon for horse traction for two miles of the road that were unfinished. The reason of the engines requiring such heavy repairs was owing to the quality of iron put in near the furnace, the Low Moor iron only being fit for that purpose, and all their engines having been made previous to that discovery.

Mr. W. Monnion explained, on again returning to the former question, that, had the required subscription been paid up in 1837 and 1838, the company would now have been in a flourishing condition; in 1837 he asked for 40,000*l.*—in 1838 it was reduced to 30,000*l.*—and if the proprietors did not advance 15,000*l.*, he would go no further with them; their bankers had advanced 15,000*l.*, and they must keep faith with them; if the shareholders refuse, then the shares would be worth nothing—they must come forward to protect their property.

The Chairman stated that every economy had been made use of in the formation of their line, which had only cost them about 15,000*l.* per mile, whereas the London and Birmingham and Great Western lines had cost 60,000*l.* per mile; if they had 7000*l.* it would carry them through all their difficulties.—Mr. W. Monnion stated that he wanted 15,000*l.* independent of the 8000*l.* that had been already subscribed—that was all gone before they had it.

Mr. Fowler understood that if 10,000*l.* was not paid that the money was not to be touched.—The Chairman said there had been defaulters.

A long and tedious conversation ensued, when, after considerable contradiction, it appeared that as only 8000*l.* could be got, the directors had entered their names for the 2000*l.*, so as to be able to use the 8000*l.* actually subscribed.

A Director wished that the proprietors would come forward and grant the 15,000*l.* required, 1500*l.* only was wanted to finish the railway, the rest would set them straight with the world; their prospects were certainly extremely good, the expenditure was not 20,000*l.* per annum, and the returns above 24,000*l.*; he was sure that next year they might be stated at from 30,000*l.* to 35,000*l.*; was this advantage to be lost for a paltry sum like 15,000*l.*? If the money was not subscribed the directors could not go on.

In reply to a question, as to whether the 12,000*l.* due to the bankers would be paid out of the 15,000*l.*, Mr. Morris replied that it would partly.

A long conversation ensued about the purposes to which the money, if raised, was to be applied to, during which Mr. Morrice gave various contradictory statements, and the directors seemed much divided. Several shareholders stated that they were dissatisfied with the manner in which the accounts were drawn up; there had been stated to be a large profit, when, on referring, it appeared that for 1840 the returns were only 19,000*l.*, and expenses nearly 20,000*l.*—Mr. Baddon recommended that, according to the calculations of their managing directors, they would, from the profits of the concern, be able to pay off all their debts in twelve months, that would be the best plan to pursue, instead of calling upon the proprietors; doubtless, as the bankers were so kind, they would wait, particularly as they held good security.—Mr. Morris wished to know what they were to do in the mean time, they could not do without an immediate supply of money?—A Proprietor begged to suggest that it would be good economy to unite the management of the locomotive power of the Clarence and Hartlepool Railways under one head; he had written to the committee on the subject.—The Chairman replied that the committee would be happy to hear the hon. proprietor, his letter only reached yesterday.

Mr. W. H. Savage wished that they could agree upon some plan, by which they could get over their difficulties, and wished that an appeal should be made individually to each proprietor, requesting an answer from each, and then let the result be made known at a meeting to be held a fortnight hence.—Mr. Morrice perfectly agreed with Mr. Savage, that an appeal should be made, but wished that some resolution could be come to that day.—It was then moved by Mr. W. H. Savage, seconded by Mr. Wilson, and carried unanimously—"That an urgent appeal be made to the proprietors, explaining the situation of the company, and requesting an immediate reply."

The Chairman then read a paper, to be signed by the proprietors, promising to pay 5*l.* per share, provided a certain sum (left blank, to be filled up at the next meeting) be subscribed. It was signed by most present, and the meeting separated.

LIVERPOOL AND MANCHESTER RAILWAY COMPANY.

The annual meeting of the shareholders of this company was held in the Cotton Sale-rooms, on Wednesday, the 28th inst.

Charles Lawrence, Esq., in the chair.

Mr. Booth (secretary to the company) read the report, setting forth the result of the operations for the six months ending 30th June last. The receipts in the coaching department were stated to be about 700*l.* less than those of the corresponding period last year, and those in the merchandise department 1000*l.* more. The disbursements have been considerably diminished as compared with the corresponding period last year. The improved means of communication with Leeds and Hull, and with the great manufacturing districts of the West Riding of Yorkshire, consequent on the opening of the Manchester and Leeds Railway throughout, is expected to bring an accession of business to this company, which the directors will endeavour to promote, by affording every practicable dispatch to attract goods along the new line of railway rather than by the older and slower means of transit afforded by canals.

The accounts exhibited a nett profit for the half-year of 64,019*l.* 2*s.* 11*d.* The directors recommended a dividend of 5*l.* per share, amounting to 60,450*l.*, and payment of a second instalment of the reserved interest to which shares created before the opening of the line in September, 1830, are entitled, as follows:—

On the 5100 original 100*l.* shares, 1*l.* per share.. £5100

On the 5100 first quarter shares, 2*s.* per share.. 510—5610

the above total being deducted from the available fund, will leave a balance of 6731*l.* 17*s.* 4*d.* to be carried to the next half-year's account.

The Chairman said the report was brief, but he hoped it would be satisfactory, and he hoped the conduct of the directors would be approved of by the proprietors. The railway has been carried on without any accident to travellers, and he believed the works were never in a more satisfactory state than at present.

Mr. Arnaud supposed the debt was between 2000*l.* and 3000*l.*—Mr. Booth—A little more than 300,000*l.*—Mr. Arnaud—After the present payment, will there be much more to disburse on the original shares?—Mr. Booth—This will make about 15 or 16,000*l.* of interest paid out of 70,000*l.*

Mr. R. M. Benson moved that the report and accounts be approved, printed, and circulated. He thought the Liverpool and Manchester Railway was an example to all railways in the country. It was the best conducted railway in England.—Mr. Tayleur seconded the motion, which was passed unanimously.

Mr. Arnaud, seconded by Mr. R. M. Benson, moved that a dividend be paid at the rate of 5 per cent. for the half-year, ending 30th June last. Carried unanimously.

Mr. Jamieson, seconded by Mr. R. M. Benson, moved that a second instalment at the rate of 20*s.* per share on the 100*l.* shares, and of 2*s.* on the original 25*l.* shares, being a portion of the interest to which those shares (only) are entitled, be also paid. Carried unanimously.

Mr. A. Kay (of Manchester) said he some time ago stated to Mr. Booth that it was desirable to state to the directors, that they ought to follow the example of the conductors of the railways in the midland districts, in giving such direction s to their servants that the influence of the company, as a company should not be exercised in any way for the purpose of influencing parliamentary elections. He did not wish to make allusions to individuals, but he wished to have a general direction given to that effect.—The Chairman said he did not believe any such influence had been used. At a former election, as it was known that a great difference of opinion existed amongst the directors, it was notified that all persons connected with the company might vote as they pleased. No such order was given at the last election.—Mr. Booth said the order was passed four years ago, and it had remained in force ever since.—Mr. Kay wished Mr. Booth to take a minute of his observations, in order that the attention of the directors might be again drawn to the subject.—Several members expressed their disapprobation that anything of a political cast should have been introduced.—Mr. Kay said, he could speak particularly on the subject if he pleased, and, therefore, wished that the order of the directors should be made generally known, in Manchester as well as Liverpool.—Mr. Booth said, as he was well aware of the wishes of the directors on the subject he would take care they should be generally known in Manchester.

MANCHESTER, BOLTON, AND BURY RAILWAY.

The report of this company for the half-year ending the 30th of June last, gives a satisfactory account of the undertaking, although there was a considerable falling off in the receipts from the carriage of coal, during the whole of January and February last, arising from differences between the colliewers and their miners, which extended to almost every colliery on both canal and railway. On the 4th of February, the Bolton and Preston Railway was opened to Rawlinson Bridge, for the conveyance of passengers only, the arrangements for the carriage of merchandize not being yet completed. In three months more the line would be extended into the town of Chorley, and the whole might be expected to be finished by the autumn of next year. One colliewer was just beginning to send coal from Blackrod to Manchester, others were preparing to do so, and, as there were in that neighbourhood extensive mines of valuable cannel, and excellent house fire coal, there was a reasonable prospect of an increase of traffic in these articles. Although extensive sources of traffic had not yet been brought into operation so materially as to benefit the shareholders, the committee had pleasure in stating that there was an improvement in this over the last half-year, sufficient, in their opinion, to justify them in declaring the increased dividend, especially as the saving of interest arising from the reduction of the bonded debt would not be fully experienced until the forthcoming half year.—By the statement of accounts laid before the meeting, it appeared that the disposable net receipts of the navigation and railway amounted to 9634*l.* 17*s.* 6*d.*, from which a dividend of 30*s.* per share was declared, payable at the company's offices, Salford, on and after the 2d of August next.

SHROPSHIRE BANKING COMPANY.

The annual meeting of the proprietors was held on the 30th instant, when the directors made their fifth annual report. The clear profits for the year ending on the 30th of June were 41684*l.* 19*s.* 1*d.*, and a dividend of 2½ per cent. was declared, to become payable on the 1st of next month, which, with 3 per cent. paid in February last, will make 12½ per cent. for the year, the same amount as was declared last year. The guarantee fund was also increased from 10,000*l.* to 15,000*l.*, by the appropriation of 5015*l.*, the amount of premium on shares sold this year, and of 9185*l.* from the profits of the year, and the balance of 17154*l.* 9*s.* 11*d.*, from the surplus profits of this and last year, was carried forward as a provision for bad and doubtful debts.

The directors who go out by rotation were re-elected, with the exception of Henry Hill, Esq., whose place was supplied by Mr. Thomas Crump.—In the course of the proceedings, a resolution was passed to increase the number of shares which may be held by any manager or clerk of the company to 300; it has been heretofore restricted to 50.

SHEFFIELD AND HALLAMSHIRE BANK.

The annual meeting of the shareholders was held yesterday week, at the Cutlers' Hall, Sheffield.

John Jones, Esq., in the chair.

In the report, the directors recommended the payment of a dividend of 7½ per cent. on the paid-up capital; after which, writing off all bad or doubtful debts, there would remain 1239*l.* to be added to the surplus fund, which now amounts to 6549*l.*—The report was unanimously adopted, and, on the recommendation of the directors, Mr. Benjamin Burdekin was elected a director, in the room of Mr. Samuel Parker, who retires according to the Deed of Settlement.—The directors having retired, a vote of thanks for their services, and placing at their disposal the sum of 25*l.*, was agreed to unanimously.—A vote of thanks was also passed to Mr. Barkinshaw, the manager, for his assiduous and faithful services.—In answer to the questions of a shareholder, it was stated that the accounts of the bank had been fully audited by two of the directors before the recommendation of the dividend was resolved upon.

NORTHAMPTONSHIRE UNION BANK.

At the late general meeting of this company a very satisfactory report was laid before the proprietors, and a dividend of 7*s.* per share declared for the half-year ending the 30th of June last. The profits of the six months amounted to 9545*l.* 6*s.* 6*d.*; out of which the directors have added 3020*l.* 6*s.* 6*d.* to the guarantee fund, which now amounts to 18,724*l.* 3*s.* 2*d.*

BASTENNE AND GAUJAC BITUMEN COMPANY.

A half-yearly general (also made special) meeting of the proprietors of this company was appointed to be held at their offices, 2, St. Mildred's-court, on Wednesday, the 28th instant; some two or three directors were, however, the only parties present, and our reporter, after waiting about an hour, was informed that his attendance was not necessary, the objects of the meeting having previously been discussed, and, in a great measure, settled, by some preliminary meetings which had lately taken place.

ALDERMAN HUMPHERY AND THE BLACKWALL RAILWAY.

TO THE EDITOR OF THE MORNING CHRONICLE.

Sir,—I seize the earliest opportunity, on my return from Dublin, to reply to the charge which has been made against me, in a resolution of the Blackwall Railway Company, passed on Friday, the 16th inst.

It appears that advantage was taken of my intended absence from London to make this spiteful and malicious attack, for the resolution, of which I had no previous notice, was passed at a meeting at which I had no right to attend (not then being a shareholder), on the afternoon of Friday, and published in the *Times* of Saturday—I having left town on Friday afternoon for Dublin, to attend the public letting of the Dublin Docks.

Of Mr. Rennie, who moved the resolution, I have no other complaint to make, than that he allowed himself to be made the instrument of another's malice, and to move a resolution most injurious to me, without making sufficient inquiries, and without giving me any notice of his intention, and at a meeting at which I (having sold my shares) had no right to be present to vindicate myself. But of the party (one of the directors) to whom he has lent himself, and at whose instigation he has been induced so violently to attack my character, I have a little more to say. That individual, I am aware, has entertained feelings of hostility towards me ever since I opposed (although unsuccessfully) the payment to him out of the company's funds of 500*l.* for his alleged services, and expenses he said he had incurred in reference to the passing of the Blackwall Railway Bill—a charge which I felt it my duty to oppose as a gross job, and utterly unworthy of any director of that board to be concerned in.

I must also notice what was said by Mr. D. Salomons (my former opponent for the aldermanic gown of the Ward of Aldgate, and my pretended friend on this occasion), of whom I may say—"Protect me from my friends;" he urged that I had pleaded guilty by resigning my seat in the direction—he being at the same time well aware that I could not remain in the direction after having sold my shares in the company, which were my qualification. My jesuitical friend also insinuated that I had sold my shares for the relief of my necessities; but I beg to state that my necessities have never been such as to oblige me to leave my calls unpaid, as was the case, not only with Mr. Salomons, but others of the directors, when I withdrew from the company.

The charge against me, as stated in the resolution, is, that I, being a director of the Blackwall Railway Company, have "trafficked in shares with a view to depreciate the property of my constituents for my own individual gain." In answer to which charge I will state, without fear of contradiction, that I have never purchased, held, or sold, any shares in any other railway company than the Blackwall Company, in which, originally, I held 200 scrip shares, which I sold at a loss of 20*l.*

In 1839 I was a second time invited to become a director, to which I consented, on the express understanding that I would not do any thing prejudicial to the interests of my constituents in the Ward of Aldgate or the borough of Southwark. I then bought twenty shares, and subsequently twenty more, at or about par. In July, 1840, the number of directors having been previously reduced from twenty-four to sixteen, was again reduced to ten, of which number I was one, but I was shortly afterwards voted out, to make way for the son of Mr. Routh, the chairman. The proprietors, however, thinking that I had not been well used, a vacancy was made for me by the retirement of Mr. Esdaile, and I was induced again to join the direction.

From that time I have found myself unwelcome to many of the directors. Every suggestion which my knowledge and experience of building enabled me to make for the benefit of the company was slighted and neglected, and I had great reason to be dissatisfied at the conduct of the company's affairs; and alarmed at my responsibility as one of ten directors, a debt of 200,000*l.* having been incurred, for 45,000*l.* of which, in addition to 10,000*l.* on account of steam-boats, I and the other directors were, and are still, jointly and severally, personally responsible, having signed promissory notes for that amount. I determined, therefore, to withdraw, not merely from the direction, but from the company altogether; and as the then market price of the shares was about 8*l.* discount, I had lost 320 on my forty shares; I, therefore, sold 100 shares at an average of 8*l.* per share discount, but I deny that I sold more shares than it was my intention and in my power to deliver.

With respect to the profit which I am supposed to have made by selling shares in the Blackwall Railway Company, I can confidently affirm, and am ready to prove, that instead of making any profit, I am a loser of upwards of 400*l.*, besides the interest of my money.

So much for my trafficking in shares for my own individual gain; and as to the depreciation of the market, I leave the public to judge how far the market was likely to be affected by the sale of 100 shares out of a total of 24,000, and whether it is not more likely that the directors themselves have caused the depreciation, by issuing 24,000 new shares of 25*l.* each, at 8*l.* 6*s.* 8*d.* per share, when the current price of the old shares was 16*l.* to 17*l.* per share. Altogether a more shameful, paltry, and contemptible attack was never made upon any individual than has been made upon me in my absence. I am not disposed to defend myself by criminating others; but I cannot help observing, that such an attack comes with a peculiarly bad grace from directors who have confiscated shares for non-payment of calls, when some of their own body had calls unpaid upon their own shares to the amount of several thousand pounds.

To this circumstance may, in some measure, be attributed the necessity for creating new shares so soon, in order to pay the debts of the company. I do not doubt that this plain statement will satisfy the public, and my constituents in particular, of the injustice of the attack which has been made upon me. The facts I have stated are incontrovertible, and I shall be prepared to substantiate them on any occasion that may be offered for that purpose.

I am, Sir, your obedient servant.

Southwood, July 26. John Humphery.

TO THE EDITOR OF THE MORNING CHRONICLE.

Sir,—I am desired by the directors of the Blackwall Railway Company to state, that having had under their consideration a letter from Mr. Alderman Humphery to the editor of the *Morning Chronicle* newspaper, they have come to the unanimous determination not to enter into any controversy with that gentleman, nor to give any reply to the misrepresentations in which he has thought proper to indulge. The directors will abstain from making any comment upon the transaction out of which Mr. Humphery's resignation arose, leaving it to the public to form their opinion upon his own statements; but there are many explanations, and some charges, against them, collectively and individually, upon which they feel that the proprietors are entitled to the most ample information, and this they will be ready to give at the general meeting, which will be held in the ensuing month.

This much, however, I am desired here to state, that so far from its being true that any advantage was intended to be taken of Mr. Alderman Humphery's expected absence, he was told by the directors, at the board meeting at which he resigned, that the subject would inevitably be taken up by the proprietors at the general meeting, and he was, therefore, strongly urged to attend; but he declined doing so, on the plea of going to Ireland on Thursday—whereas, it is well known he was to the city during the whole time of the discussion at the public meeting, which took place on Friday, with the proceedings of which he was made fully acquainted before he left London.

By order of the board of directors,

London and Blackwall Railway Offices, J. Warrington.

69, Fenchurch-street, July 27.

THE PROCESS OF BLASTING BY GALVANISM,

DETAILED IN A LETTER ADDRESSED TO THE HIGHLAND AND AGRICULTURAL SOCIETY OF SCOTLAND.

BY MARTYN J. ROBERTS, ESQ., F.R.S.E.*

TO THE PRESIDENT AND DIRECTORS OF THE HIGHLAND SOCIETY.

My Lords and Gentlemen,—By having voted to me a medal of your society as a mark of approval of my method of blasting by galvanism, you have shown in a manner extremely gratifying to me that my exertions have not been useless, and that this new process must be of great value, as it has received the countenance of a society of gentlemen distinguished for their talent and scientific attainments. This, with the unvaried success that has attended the employment of my process, induces me to lay before the public such a description of the apparatus that any carpenter may construct it, and also such plain directions for its management that the most illiterate workman may use it with success; indeed, I would have done this some months ago had I not been prevented by a long and serious illness in a foreign country; and now, on my return, it would be culpable in me any longer to delay giving publicity to an improvement which has for its object the security of life, and the prevention of injury to workmen engaged in the at present hazardous operations of blasting, for I am well assured the employment of my apparatus will put a stop to those disastrous accidents that attend the old process.

I have the honour to remain, my Lords and Gentlemen,

Your obedient servant,

Bryn-y-caeran, Llanelly, Carmarthenshire. MARTYN J. ROBERTS.

Before an explanation is given of my process of blasting rocks, it would be well to describe the old method, with the loss and danger that attend it:—

1. The first part of the operation is to bore a hole from two to ten feet deep in the rock, according to the size and strength of the stone the workmen desire to blow off. This hole, which is generally about two inches in diameter, is then cleansed of any powdered stone that may be in it, and is made as dry as circumstances will admit of.

2. Gunpowder is then poured in—the quantity of course varies—3, 4, or 5 lbs., if the rock is not very strong, but 10, 20, or even more is sometimes used; 500 lbs was on one occasion fired at Craig Leith, near Edinburgh.

3. A wire (technically called the "needle"), about a quarter of an inch in diameter, and extending to the surface of the rock, is then inserted into the gunpowder. This wire is employed to maintain an opening from the powder to the surface for a subsequent part of the operation.

4. The powder being in the hole, the next object is to confine it there, in order that, when exploded, its expansive power shall be wholly applied to the rending of the rock; for, if the bore-hole were allowed to remain open, the powder when fired would of course blow out through it, and the rock itself remain unaffected; to prevent this the hole is filled from the powder to the surface with broken bits of stones or gravel. This filling is technically called "tamping" or "steming," and the stone, gravel, &c. (called "tamping stuff") is rammed down by the repeated blows of a ramrod to prevent the stuff giving way when the explosion takes place. The needle remains in the hole while this process of tamping is going on, but when completed it is withdrawn, and thus an aperture is left, of a quarter or half an inch in diameter, from the powder through the tamping stuff to the surface.

5. A straw, filled with powder, or a slow match, for the purpose of igniting the main charge, is then inserted into the hole. An improved kind of slow match has, however, lately been invented by Mr. Bickford, which obviates the necessity of using a needle.

6. The charge is now ready for firing; the workmen retire to a place of safety, with the exception of one who sets fire to the slow match, and then escapes as quickly as possible from his dangerous position.

7. The slow match conveys the fire to the main charge of powder, which explodes, and the rock is generally rent.

8. Such is the old process of blasting—troublesome, expensive, and attended with many sources of danger, which I will endeavour to explain in the order they occur.

9. In the first place the operation of tamping is dangerous, because the tamping stuff being rammed down by repeated blows with a metal ramrod a spark of fire may be elicited. All know that when a hard stone is struck by a metal, or even when two hard stones are forcibly struck together, a spark is produced—the flint and steel gun lock is an example. Now, if amongst the tamping stuff there should happen to be a stone hard enough to elicit a spark when struck by the rammer, or by another stone, or should a spark be produced by the contact of the rammer with the rock itself, the most awful effects may be the consequence, for the charge of gunpowder is already in the hole, and should a spark of fire reach it an explosion takes place, and the death or serious mutilation of the workmen who may be near the rock must inevitably ensue.

10. Another source of danger is the rapidity with which the slow match sometimes burns; the workman, not having time to escape before the explosion, is liable to be struck by the fragments of the torn rock. An accident very often happens from another cause (and perhaps more frequently from this than from any); the match is longer in burning down to the charge than is expected; it hangs fire, and for such a length of time that the workmen, believing it to be extinguished, approach the rock for the purpose of putting in a new match; the old one not being extinguished, but merely hanging its fire, will perhaps ignite the charge at the very time the workmen are collected upon the rock, and the most disastrous consequences ensue. The loss of life and mutilation that (I may say daily) occur among miners and quarrymen, from this source alone, are most deplorable, and call loudly for some means of prevention; but now, with the use of my apparatus, no such accidents can happen.

11. From the dangers we may turn to the pecuniary loss incurred by the old method of blasting. In consequence of the danger attending the process of tamping, the workmen are generally in a hurry to finish this part of the operation, and therefore perform it so carelessly and ineffectually, that when the charge is fired the tamping stuff is blown out as a shot would be from a gun, the rock is not affected, and the whole of the powder wasted.

12. But there is also a great loss from another cause, and this in every charge that is fired; for, as before shown, (section 4), a hole must be left in the tamping stuff for the insertion of a slow match which conveys the fire from the surface to the powder or main charge: when this match is burned the hole through which it is passed is of course unoccupied, and it now forms a vent-hole through which the main charge will expend a great proportion of its force—indeed, it sometimes happens that, when the strength of the rock is very great, the whole charge of powder will blow out through the vent-hole, and be altogether wasted.

13. Having thus pointed out a few of the dangers and inconveniences attending the old method of blasting, I will proceed to explain how they may be obviated, by an improved method of tamping, and by the use of the electric fluid in firing the charge of powder.

14. The improvement in the method of tamping is based upon the curious fact—that if a tube of small diameter and moderate length be filled with dry sand no force that can be applied at one end will pass out the sand at the other; and this property in sand can be made use of with great benefit in actual practice, for, in tamping, instead of ramming down a quantity of gravel and broken stones into the bore hole (and this with considerable danger to the workmen), it will be sufficient that dry sand is gently poured into the hole until a column of sand is formed of about one foot in depth; but if the hole will admit of its being filled to a greater depth so much the better. I believe many hundred weight of gunpowder would be required to blow out a column of sand two inches in diameter, and eighteen or twenty inches in depth, placed in a solid rock. In all the experiments I have made upon blasting rocks (and they are not few) the sand has not in any one instance been blown out, provided it was perfectly dry, and that its depth exceeded fifteen inches when the diameter of the column was under two inches. Thus, the danger of tamping is avoided by adopting the above method; for no rammers or stones are required, and the pecuniary loss attending the old plan (see section 11) is saved by this I have just described.

15. We now come to the use of the electric fluid in firing the charge of powder, by means of which we dispense with fuses and slow matches of all kinds, and, at the same time, the risk of hanging fire, or of exploding the charge too quickly. The electric fluid, which is for this purpose generated by a galvanic battery, and conveyed to the charge by a long wire, produces its effect at the moment the battery is put into action—it is indeed instantaneous, but the workmen can first retire leisurely to a place of safety, for no action ensues until the two poles of the battery are connected; this is done at a great distance from the rock, and not until all persons are out of the reach of the fragments that may be detached by the force of the explosion. Should anything occur to prevent the firing of the charge, disconnect the poles of the battery and there will not be the slightest danger in approaching the rock, for now the electricity cannot circulate, and a galvanic battery never hangs fire.

16. The economy of powder is great when the galvanic battery is used to fire the charge, for it has been shown (section 12) that a large part of the force of the explosion is expended through the vent-hole and thereby lost; but with the use of the battery no vent-hole is requisite, for the electric fluid traverses the substance of a wire passing through the tamping stuff, which encloses it on every side. This application of galvanism will also be found of essential service in firing charges of gunpowder under water; the old method required a long array of waterproof hoses, slow matches, &c., and even then the most uncertain success resulted; but when the charge is fired by galvanism there is little or no risk of failure.

17. It has long been known that gunpowder can be fired by the electric fluid; in the earlier days of electric science it was accomplished by Franklin, who generated electricity for the purpose by the common glass electrical machine, and at a later period an attempt was made to apply electricity thus produced to the firing of charges in blasting rocks, but it failed, for, in consequence of the high tension of this electricity, extraordinary precautions were necessary to confine the fluid to its proper channel—the conducting wire—perfect insulation of this wire being necessary to prevent the electricity flying off to the surrounding earth; another inconvenience of this mode of generating the electricity is, that in damp weather it is very difficult to obtain any quantity of the fluid from the machine, and if the operation be conducted in the open air, as it necessarily must be in blasting, it will be impossible to obtain a sufficient charge of electricity when the atmosphere is humid. Dr. Hare, an American philosopher, seeing the inapplicability of this method of obtaining electricity, suggested the use of the galvanic battery for the purpose, but his apparatus was so cumbrous, at least so ill adapted for every-day use by unscientific workmen, that his plan was never adopted practically.

18. About two years ago, being in a neighbourhood where quarrying and mining are carried on to a great extent, my attention was called to the subject by the distressing accidents that daily occurred in the process of blasting, and I then contrived an apparatus for blasting by galvanism, which was found very efficient, and was approved of by the members of the Royal Geol. Soc. of Cornwall, before whom I read a paper on the subject, afterwards published in the *Transactions* of the society. An abstract of this paper also appeared in the *Transactions of the London Electrical Society*, but as there was some trouble connected with the use of this apparatus I afterwards endeavoured to simplify its construction, that the benefits to be derived from it might be accessible to all. It is needless for me to detail the many difficulties and failures I encountered, especially in contriving a certain method of simultaneously firing many charges, but after a great sacrifice of time, and the expenditure of a considerable sum of money, I had the satisfaction of perfecting the instrument to such a degree, that any carpenter can make it, and every workman use it with success. Experiments were made with it on blasting rocks and firing charges under water in the presence of a deputation from the Highland Society, and these gentlemen, distinguished for their scientific attainments, expressed their unqualified approbation of the result. After this Col. Pasley employed a galvanic apparatus to the firing of charges under water, but, from the want of a full description of my improved apparatus and method of firing charges simultaneously, he did not meet with constant success.

19. I will now endeavour to explain the arrangement of my apparatus, and also the general principles of electric action as employed for firing charges of gunpowder; and if in doing this I am found tedious, or guilty of repetition, I must beg indulgence—especially from a scientific reader—since my object is to give such a full and perfect description of the construction and use of the apparatus, that parties unacquainted with science may avail themselves of the use of the machine, without incurring the expense of purchasing it from a maker of philosophical instruments, or of paying a person to instruct them in its practical application.

20. The electric fluid, whether generated by the glass machine or by the galvanic battery, is an agent possessing many astonishing properties—its action on the animal frame is violent—its energy decomposes bodies that before its application resisted all chemical agents and had long been considered as simple substances—its power induces a state of magnetism in metals, and what is now more particularly to come under our notice, its passage through them raises their temperature, and, if the current of electricity is sufficiently powerful it fuses the metal as completely as the fiercest fire would do. I have (in section 17) shown that the glass electrical machine cannot be used for the generation of electricity in the practice of blasting, but the galvanic battery is free from the same objections; it requires no great precautions for insulation, no damp weather affects it, and is far more portable and easy of management than any glass electrical machine. Its construction is based upon the following principles:—

21. If a plate of zinc be immersed in diluted sulphuric acid, a violent effervescence ensues; this is caused by hydrogen gas rising from the surface of the plate through the liquid; the gas (which is a component of water) has been liberated by an electric action on the surface of the plate, the other component of the water (oxygen) having been absorbed by the zinc, which is then called oxide of zinc. During this process we are not made sensible of the electric action otherwise than by the ebullition of gas, for the electric fluid is not conveyed through any channel in which it can demonstrate to us its presence, for in this case it merely plays between what are called the positive and negative points of the zinc plate; but, if we fasten a wire to the zinc, to the end of this wire a copper plate, and immerse the copper in the same solution as that in which the zinc stands, the electric fluid will now circulate from the zinc through the solution to the copper plate, and through the wire round to the zinc, where it is absorbed; a further quantity is again given by the decomposed water, goes to the copper plate, for this is in a minus state (that is, deficient of electricity), and is again absorbed by the zinc plate. In this manner a current of electricity will circulate as long as any zinc remains unoxidated, and a supply of diluted acid is maintained for the oxidation.

22. Now this is the current with which we work, and if the wire connecting the zinc and copper plates (section 21) be in any portion of its length of a small diameter, and if the immersed plates have a sufficient surface, the current of electricity running from one plate to the other through the wire will raise the temperature of the thin portion of the wire to such a degree that it will not only become red hot, but run down in fused globules, and if this wire were immersed in gunpowder, of course the burning metal would explode it. Here then we have the fundamental parts of an apparatus for firing charges of gunpowder in blasting—viz., a copper and zinc plate immersed in an acid solution, and connected by a wire which has one part of its length of small diameter, which part is immersed in gunpowder. This arrangement of the plates, and every modification of it, is called a galvanic battery, and an apparatus as simple as the one just described would answer every purpose in a table experiment, where the distance between the excited plates and the powder ignited is short, but it would not be sufficient for practical purposes, that is, when a rock is blown up, and where of course the plates and the operator must be at such a distance from it that no injury can arise from the effects of the explosion. In this case the electric power must be conveyed from the battery to the rock by a long wire, and one pair of plates would not produce electricity of sufficient tension or energy to overcome the resistance that such a wire would offer to its passage; to obtain this energy the number of pairs of plates must be increased in proportion to the length of the conducting wire.

23. The electric fluid appears to exist in different states of intensity or energy; we may have a certain quantity of electricity, of such low intensity that the slightest obstacle resists its progress. For instance, a few yards of copper wire, which is a remarkably good conductor of electricity, will stop the circulation of that generated by a thermo-electrical battery, which produces a large quantity of the electric fluid, but of very low intensity; on the other hand, the glass electrical machine produces a very small quantity of electricity, but of such high intensity that many miles of copper wire offer but little resistance to the transmission of the fluid through its substance.

24. In the generation of electricity by the galvanic battery it is found that increasing the active surface of the plates increases the quantity only, and that, other things being equal, the quantity of electricity is as the size of the plates, but that this quantity is of low intensity, and that to increase the intensity (*i. e.*, the power of overcoming any obstacle to its progress) it is necessary to convey the electricity produced by one pair of plates into another of a similar size, and excited by the same kind of acid solution; from this the compound electricity of the two pair is carried to a third pair, and so on in series until the electric fluid has attained the required energy or tension, which is increased in a ratio of the number of pairs of zinc and copper plates in sequence. It may therefore be stated as an axiom, that the quantity of the electric fluid produced is in a ratio of the size of the plates; and that its intensity, or power of traversing substances, is in a ratio of the number of pairs of plates in sequence.

25. It is difficult clearly to explain to the unscientific reader the difference in the effect produced by the quantity of electricity, and that by its intensity, but perhaps it will be the nearest truth to say that the intensity or tension of electricity is the measure of its power to overcome obstacles in its progress, and that its quantity is the measure of its action upon those obstacles. For instance, if a fine wire is to be heated at a distance from a galvanic battery, with which it communicates by means of a long copper wire, the intensity of the electricity must be sufficient to overcome whatever resistance the communicating wire may offer to its transmission, and the quantity conveyed to the fine wire must be sufficient to ignite it.

26. With a view to obtain both these powers, the plates of the battery must be large enough to furnish the quantity, and a sufficient number of pairs placed in series to give the requisite intensity of electricity. The several pairs of plates are put in series for the purpose of increasing the intensity of the electric fluid in the following manner:—

27. A zinc and a copper plate, immersed in a jar containing diluted sulphuric acid, form one galvanic pair, acted upon (or excited, as it is termed) by the acid (section 21):—let a few inches of wire be soldered to each plate, and, if the ends of these be joined together, a current of electricity will circulate through the wires from the copper to the zinc plate. If another pair is to be added in series, take one of equal size to the first, and immerse it in a jar containing the same kind of liquid as that in the other jar, and, instead of joining the wire of the copper plate in the first pair to the wire of the zinc plate in the same pair, attach it to the wire of the zinc plate in the second pair, and let that soldered to the first zinc plate be brought into contact with the wire of the copper plate in the second pair; the electricity generated by the first pair will then be carried to the zinc plate in the second pair, from this through the liquid to the copper of the same pair, and then through the communicating wires back to the zinc plate in the first pair. Thus, two pair have been put in sequence or series, and their combined electricity is of a much higher tension than that obtained from a single pair; but, if its tension be not sufficient for the required purpose, the wire of the second copper plate must not be brought in contact with that of the first zinc, but joined to the zinc plate of a third pair immersed in a third jar of liquid, and this pair attached in like manner to a fourth, and so on with any number of pairs in sequence, until electricity of the desired tension be obtained.

[To be concluded in our next.]

* We intended to have made an abstract of this paper (as promised some time since), but find that by so doing we should neither do justice to the author, or to the important subject treated on; we therefore give as much as we can in this week's Journal, and will endeavour to conclude it in our next. For the convenience of those who may wish to preserve the paper in a separate form, it has been published at a cheap rate, and can be had of Messrs. Longman and Co.

STOCKPORT VIADUCT.—This magnificent erection upon the Manchester and Birmingham Railway, which was completed in December last, is now declared perfectly safe, and ready for all the purposes of the railway. The permanent rails have been laid, and the first or trial trip was made on Friday week. The experiment was made with every possible success, and without the slightest accident or occurrence calculated in the least degree to mar the character or the gratification of the trip. In the course of the day, other trips were instituted by several directors of the company and their friends from Manchester, for the purpose of testing the solidity of the permanent road, all of which, we are happy to add, terminated to the entire satisfaction of all parties connected with the undertaking. The extreme length of the viaduct is 1780 feet, or about one-third of a mile; and the width of the road between the parapets is twenty-eight feet, affording ample space for two lines of railway. It has twenty-two semicircular arches, each sixty-three feet span, four of twenty feet span, and two at each abutment. Its height to the surface of the rails is 106 feet from the bed of the river, or 111 feet to the top of the battlement, being six feet higher than the celebrated Menai Bridge, Wales. The foundation stone was laid on the 10th of March, 1839, and the work was completed 21st December, 1840. The quantity of stone used in the erection is above 400,000 cubic feet, whilst the number of bricks consumed exceeds 11,000,000. These bricks laid endways would describe a distance equivalent to 568 miles and 32 yards, equal to the measurement by turnpike from the remotest place in Northumberland to London and back again! It is a noble viaduct—a work of great stability and firmness, and does infinite credit to the designer, Mr. G. W. Buck, and to the enterprising character and masterly execution of Messrs. Tomkinson and Holmes, the contractors, of Liverpool. The cost was about 70,000*l*., a saving of 50,000*l*. having been effected in the whole line to Manchester, by increasing the altitude of the viaduct to the present plan. The line between Stockport and Manchester was opened on the 4th June, 1839; and the whole length to Crewe will be ready for passengers in March next.

RAILWAY SHARE LIST AND TRAFFIC RETURNS.

Line.	Entire Lgth.	Now Open.	Present actual cost.	Pd. on Share.	Val. of Share.	Last week's Returns.
Arbroath and Forfar Railway	15	15	£ 131,845	25	35	291 1 11
Birmingham & Derby Junc.	48	48½	853,941	100	60	1466 1 11
Birmingham and Gloucester	53¼	53¼	1,613,723	100	[illegible]	2021 3 9
Chester and Birkenhead	15	15	456,664	50	40	616 0 2
Dundee and Arbroath	16¾	16¾	154,684	25	27½	466 0 0
Eastern Counties*	126¼	17¼	1,476,170	25	7¾	1067 18 0
Glasgow and Ayr	41	40	630,542	40	30½	1205 9 6
Glasgow and Paisley Joint	6¾	6¾	300,000	25	27½	1449 12 9
Grand Junction	87¼	87¼	1,660,000	100	211	10145 13 11
Great North of England	75	45	1,000,000	90	63	1423 0 2
Great Western	117	92	6,000,344	80	86 4	14199 11 5
Hull and Selby	31	31	480,000	50	50½	987 2 0
Lancaster & Preston June.	20¼	20¼	300,000	42½	33	750 0 0
Liverpool and Manchester	31	31	1,410,000	100	190½	6133 5 5
London and Birmingham	112½	112½	5,734,007	90	180 1	16163 11 5
London and Blackwall	3½	3½	867,000	25	15 5	1116 7 2
London and Brighton	47½	41¼	1,691,260	50	48 15	1472 0 7
London and Croydon	10¼	10¼	537,964	15	12¾	797 8 2
London and Greenwich	3¾	3¾	796,000	20	8 5	900 1 4
London and South Western	93	78¼	2,393,867	50½	63 4	6002 0 11
Manchester, Bolton, & Bury	10	10	779,896	95	50	634 14 9
Manchester & Birmingham	45	5	1,106,812	40	24	349 0 2
Manchester and Leeds	50	50	2,323,108	70	89¼	4581 17 10
Midland Counties	57	57	1,450,000	100	85	2626 16 10
Newcastle and Carlisle	60½	63½	750,000	100	107	1666 2 1
Northern and Eastern†	32¾	19¼	358,913	50	19	811 0 2
North Midland	72¾	72¾	2,939,007	100	65¼	4581 4 4
North Union‡	25	25	601,000	75	79	1160 14 4
Preston and Wyre	19¼	19¼	270,000	50	50	286 3 4
Ulster	25	8	220,345	22½	—	349 14 1
York and North Midland	28	28	446,500	50	75	1945 18 11

* Including Northern and Eastern Railway toll. † Rent and toll to Eastern Counties (about 150*l*. per week) included in the returns. ‡ The Liverpool and Manchester toll is deducted.

FROM THE LONDON GAZETTE,

Tuesday, July 27.

INSOLVENT.

July 24—G. Anton and G. D. Mitchell, Corn Exchange, Mark-lane, corn factors.

BANKRUPTCY ANNULLED.

John Harlow, Macclesfield, Cheshire, ironmonger.

BANKRUPTS.

J. Patterson, Cateaton-street, warehouseman. [Simpson and Cobb, Austinfriars.
G. Stanley, Southampton, manufacturer of bituminous pavement. [Lambert, Raymond-buildings, Gray's Inn.
Mary Wardall, Carey-street, Lincoln's Inn, lodging-house keeper. [Webb, Carey-st.
J. Heap, jun., Manchester, merchant. [Makinson and Sanders, Middle Temple.
W. Haskayne, Liverpool, ship chandler. [Leigh, George-street, Mansion-house.
J. Woods, Broadhill, Lancashire, cattle jobber. [Cragg, Harper st., Red Lion-sq.
W. White and T. Broad, Newport, Isle of Wight, wine merchants. [Dimmock, Size-lane, Bucklersbury.
[illegible] [Boswell court, Carey street.
J. and W. Lloyd, Atherstone, Warwickshire, builders. [Hawkins and Co., New [illegible]
J. Bradley, Huddersfield, iron merchant. [Walter and Pemberton, Symond's Inn.
T. Porter, Liverpool, egg merchant. [Cornthwaite, Dean's-court.
J. Gastrix, Preston, Lancashire, machine maker. [Mayhew and Co., Carey-street.
B. [illegible], Birmingham, and Dudley-port, Staffordshire, ironmaster. [Chaplin, Gray's Inn-square.

DIVIDENDS.

Aug. 21, T. Aames, Lime street, merchant—[illegible] R. Nicholls and J. Groves, Stamford, Lincolnshire, linendrapers—[illegible] J. and J. Price and J. Purdy, Yeovil, Somersetshire, linendrapers—20, J. Wilson, Leeds, timber merchant—[illegible] J. Robinson, Tideswell, Derbyshire, corn factor—[illegible] J. B. and E. T[illegible], Rotherham, Yorkshire, earthenware manufacturers—[illegible] J. Kemer, Preston, Lancashire, hop merchant—[illegible] R. M'Gregor, Chester, grocer—Oct. [illegible] T. Daniell, Boulogne, France, copper smelter.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Aug. 17.

W. H. Bell, Kingston-upon-Hull, seed crusher—S. Bryan, Hardingstone, Northamptonshire, shoe manufacturer—T. Riley, Fleet-street, printer—H. Case, North-buildings, Liverpool-street, merchant—T. Hinton, Milk-street, merchant—J. Long, Bailey, Gloucestershire, butcher—C. F. Murray, Swindon, Wiltshire, ironmonger.

Friday, July 30.

INSOLVENTS.

July 28.—David Lodge, Woodfield, Lancashire, bleacher.
29.—Thomas Atkinson, Lancaster, druggist.

BANKRUPTS.

J. Chambers, Upper Thames street, grocer. [Sandys and Co., Serjeant's Inn.
D. Sims, Portsmouth-place, Lower Kennington-lane, Surrey, fish sauce dealer. [Field, Finchley. [illegible] lane, Cheapside.
H. Gurney, Upper Lisson-street, Lisson-grove, licensed victualler. [Sawyer, Bow-
H. Harrell, Prospect-place, St. George's road, Southwark, licensed victualler. [Sawyer, Bow-lane, Cheapside.
E. Emery, Islington-green, victualler. [Gale, Basinghall-street.
T. Pickford, Clement's-lane, City, merchant. [Sawyer, Bow-lane, Cheapside.
A. Wise, S. Baker, and W. S. Bovell, Newton Abbot, Devonshire, bankers. [Whiteway, George street, Mansion-house. [illegible] lane.
L. Llewellyn, Aberdare, Glamorganshire, shopkeeper. [Hensley and Co., St. Swithin's-
S. Chadwick, Heywood, Lancashire, cotton-spinner. [Clarke and Medcalf, Lincoln's Inn fields.
O. Pigeon, Shrewsbury, tobacconist. [Hawkins and Co., New Boswell court.
R. Pearl, Newark-upon-Trent, Nottinghamshire, rope maker. [Milne and Co. Harcourt-buildings, Temple.
T. Smith, Preston, Lancashire, slater. [Chester, Staple Inn. [illegible] lane.
J. Twiss, Manchester, power loom cloth manufacturer. [Bower and Co., Chancery-
T. Cave, jun., Liverpool, merchant. [Hardisty and Co., [illegible] Marlborough street.

DIVIDENDS.

Aug. 20, H. Brown and J. Cousins, Windsor, bankers—21, F. Roberts and C. Rowe, New Bridge-street, Blackfriars, milliners—21, T. Ross, Coventry, miller—S. Simpson, Sheffield, grocer—23, T. Barnard, Sehford, [illegible], merchant—23, R. Catterall, Chorley, draper—23, G. S. Harvey, Helmsley Bogle, Devonshire, ironmonger—[illegible], G. Wood, Manchester, drysalter—J. B. Pritchard, and J. S. Croft, Liverpool, oil merchants.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Aug. 20.

W. C. M. Parry, Liverpool, bookseller—S. Hallman, Church court, Clement's-lane, City, merchant—J. Forbes, Birmingham, draper—J. H. Gamlen, East Cheap, [illegible]—W. Lawton, Rochdale, Lancashire, [illegible]—H. [illegible], Wem, Shropshire, corn dealer—C. Hopper, Liverpool, hotel keeper—E. Lees, Lowther-lane, Holborn, tea dealer—T. Elliott, Nottingham, lace manufacturer.

METEOROLOGICAL JOURNAL, 1841.

[illegible]

Winds very variable, W. prevailing.

On the 23rd, morning clear, otherwise cloudy—lightning and thunder, accompanied with heavy rain, from about eleven till half-past A.M.; the 24th, generally cloudy, a little rain fell during the evening; the 25th, cloudy; the 26th, generally clear; the 28th, morning cloudy, otherwise clear; the 27th, generally cloudy, a shower of rain about twenty minutes past [illegible] P.M.; the 29th, generally clear. Rain fallen, .[illegible] of an inch.

Edmonton. CHARLES HENRY ADAMS.

MONEY MARKET AND CITY NEWS.

CURRENT PRICES OF ENGLISH AND FOREIGN FUNDS.

Consols Money, 89⅞	Danish, 3 per Cent., 78½ 9
Ditto Account, 89⅞ 9	Dutch, 2½ per Cent., 52 ¼
New 3½ per Cents., 98⅝ ¾	Ditto, 5 per Cent., 101⅞ 2⅛
Reduced 3 per Cents., 90 ¼	Portuguese, 5 per Cent., 29⅞ 30
Reduced 3½ per Cents., 99 ¼	Ditto, 3 per Cent., 18 ¼
Long Annuities, 12⅞	Russian, 5 per Cent., 113 14
Bank Stock, 171 2	Spanish, Actives, 5 per Cent., 19⅞ ¼
Exchequer Bills, 16 18 pm.	Chili, 6 per Cent., 61 62
Belgian Bonds, 5 per Cent., 101¼ ¾	Colombian, 6 per Cent., 19⅞ 20
Brazil, 5 per Cent., 67⅞ 8¼	Mexican, 5 per Cent., 25⅛ 6

SATURDAY.—The English funds have been in a stagnant state throughout the day, with scarcely a bargain doing. Consols for the Account being quoted at 89⅞ to 90; Bank Stock was 170½ to 1½; an advance of 2s. took place in Exchequer Bills, which closed at 16s. to 18s. pm.

Prices in the foreign house exhibited no alteration whatever. Spanish Actives were quoted at 20⅛, which was the only price marked in the official list at which business was done.

In the share market Birminghams and Great Westerns advanced 1*l*. per share; Brightons were also a shade better, but the business transacted was extremely limited.—National Bank of Ireland, 15⅞.

MONDAY.—The favourable change that has taken place in the state of the weather within the last two or three days gave an increased firmness to the British funds, which advanced fully ⅛ per cent. on the closing quotations of Saturday. Consols for the Account opened at 89⅞ to 90, when, on some purchases being effected in the heavy stocks, as well as in Consols for Money, the price for the Account advanced to 90 to ⅛, at which they closed; Bank Stock was 170 to 2. Exchequer Bills experienced a further advance of 1s., being quoted at 17s. to 19s. pm.

In the foreign house Spanish Actives improved a shade in the early part of the day, the quotation being 20¼ to ⅜; at the close of business, however, the market was heavy, some transactions having taken place at 20⅛, the closing price being 20⅛ to ¼. Portuguese stock was also rather flatter. Dutch 2½ per Cents. improved ⅛ per cent., the quotation from Amsterdam having come higher.

The business doing in the share market was confined principally to Great Westerns, which advanced 20s. per share; Brightons, on the contrary, were quoted a shade lower.—London and Westminster Bank, 22⅞ to ¾; Provincial of Ireland, 40⅞ to 1; Union of Australia, 30.

TUESDAY.—The English stocks, though not influenced by any large amount of business, were again better to-day. Exchequer Bills and India Bonds were quoted at an advance of another shilling, and Bank Stock and India Stock were firm. Consols for Money closed 90, buyers; and for the Account, 90⅛ to ¼; 3 per Cents. Reduced, 90⅛ to ¼; 3½ per Cents. Reduced, 99⅞; New 3½ per Cents., 98⅞ to ¾; India Stock, 248 to 50; Bank Stock, 170 to 2; Exchequer Bills, 17s. to 19s. pm.; India Bonds, 9 pm.

There was very little business done in the foreign market, and prices remain without alteration.

There was no marked alteration in the foreign exchanges to day. Amsterdam, short, 12. 2 to ¼; Antwerp, three months, 12. 3 to ¼; Hamburgh, three months, 13. 8¼ to 9; and Paris, short, 25. 40 to 45.

The premium on gold at Paris is 7 per mille, which, at the English Mint price of 3*l*. 17s. 10½d. per ounce for standard gold, gives an exchange of 25. 52, and the exchange at Paris on London at short being 25. 37½, it follows that gold is 0·22 per cent. dearer in London than in Paris.

By advices from Hamburgh the price of gold is 429 per mark, which, at the English Mint price of 3*l*. 17s. 10½d. per ounce for standard gold, gives an exchange of 13. 7, and the exchange at Hamburgh on London at short being 13. 6¾, it follows that gold is 0·01 per cent. dearer in Hamburgh than in London.

The course of exchange at New York on London is 108½ per cent., and the par of exchange between England and America being 109 29-40 per cent., it follows that the exchange is 1·03 per cent. against England. But the quoted exchange at New York being for bills at sixty days' sight, the interest must be deducted from the above difference.

The railway share market was inanimate. Brighton closed 6⅞ to ⅝ dis.; Blackwall, 3⅞ to 4 dis.; Great Western, 20 to 1 pm.; South-Western, 54 to 5 per share; Eastern Counties, 15⅛ to 14⅞ dis.—Cobre Copper Mining Company, 37½ to 7, ex div. —London Joint-Stock Bank, 17⅛, ex div.; London and Westminster, new, 17; Union of Australia, 31.

WEDNESDAY.—Among the dealings at the Stock Exchange to-day was one of considerable magnitude—a sale of 100,000*l*. 3½ per Cents. Reduced, which naturally enough affected the prices of the Government stocks, although the market had in the first stage of business presented no very stable appearance. This sale appears to have been entirely unconnected with political or speculative movements, and is said to be one of those operations which some of the larger public companies are in the habit of making, when opportunity offers for the laying out of capital, on mortgage or otherwise, at better interest than is obtained by investment in stock. Consols for Money closed 89⅞ to ⅞; for the Account, 90; 3 per Cents. Reduced, 90⅛; 3½ per Cents. Reduced, 99⅛; New 3½ per Cents., 98⅜.

The business transacted in the foreign market was very confined. Spanish Actives were quoted at 19⅞ to 20. Dutch 2½ per Cents. improved a shade, the prices from Amsterdam having come ⅛ per cent. higher.

The *Batavier* steamer brings the Amsterdam prices of the 26th as follow:—2½ per Cents., 51 15-16; 5 per Cents., 101 3-16; Ardoin's, 19 11-16.

The share market was heavy to-day, and prices of most of the railway lines gave way, but this decline may, in some measure, be attributed to the state of the account, the settling for which takes place to-morrow. South-Westerns and Great Westerns were quoted 1*l*. per share lower; Brightons were also 15s. per share lower than yesterday.—Colonial Bank, 32⅞; London and Westminster, 22⅞.

THURSDAY.—The public securities generally were but little dealt in to-day, and neither of the markets presented any prominent feature; the Government stocks were steady, but closed a shade lower than yesterday. Dutch 2½ per Cents. closed 52 to ¼, and the 5 per Cents., 102 to ¼, and although the settlement of the account takes place to-morrow, there has been literally nothing done in the market. Money, if anything, is rather tighter, but only in respect to foreign stocks and shares.

The letters from all parts of Scotland agree in the very depressed state of trade there, and in the numerous failures that have followed in consequence. The manufacturers appear to be the principal sufferers from the great competition carried on among them, supported as it was for the time with an over-extended credit and accommodation paper. They are also stated to have sustained extensive losses by the restricted state of business with the United States since the explosion of the banking system.

The settlement in shares to-day comprised only trifling differences, as the operations of the last fortnight were, from the results that attended the last half monthly account, conducted with a good deal of caution. Money was worth from 8 to 10 per cent. according to the description of deposit. Birmingham were at the close of business quoted 70 to 72 pm.; Great Western, 19½ to 20½ pm.; ditto, new, 3 to 5 pm.; South-Western, 53 to 54 per share; Gosport, 1 to 2 pm., ex div.; North Midland, 20 to 24 dis.; ditto, new shares, 9 to 8 dis.; South-Eastern, 20 to 19⅛ dis.; Eastern Counties, 15⅛ to 14⅞ dis.; Blackwall, 3⅞ to ¼ dis.; and Brighton, 7⅛ to 7 dis.—United Mexican Mining Association, scrip, 3.—London Joint-stock Bank, 17⅛; Provincial Bank of Ireland, new, 15.

FRIDAY.—The fall in the value of the Government stocks to-day was rather more than ¼ per cent., and is attributed by some to the tenour of the advices from America respecting M'Leod, while the large delivery of stock sold on Wednesday last also contributed to the heaviness of the market. Exchequer Bills and India Bonds receded about 1s. Consols for Money opened at 89⅞, but closed at 89½ to 89⅝; for the Account they opened at 90, but closed at 89⅞; the heavy stocks were equally depressed; 3 per Cents. Reduced left off at 90; 3½ per Cents. Reduced, 99; Long Annuities (expiring 5th January, 1860), 12 15-16 to 13; ditto, 30 years (expiring 5th of January, 1860), 12⅞; India Stock, 248 to 249; Bank Stock, 170 to 171; Exchequer Bills, 16s. to 18s. pm.; and India Bonds, 7s. pm.

The settlement in the foreign securities was without interest, and money was very easy. Spanish Actives closed at 19⅞ to ⅞; Mexican, 25⅞ to ¼; Colombian, 19⅞ to 20; Portuguese 5 per Cents., 29⅞ to 30, ditto 3 per Cents., 18 to ¼; Dutch 2½ per Cents., 51⅞ to 2⅛; ditto 5 per Cents., 101⅞ to 2⅛; Danish 78 to 9⅛; Belgian, 101 to 2.

In the foreign exchanges to-day there was no great deal of business done. Paris remained the same as last post. Amsterdam was a shade lower, but Hamburgh, particularly towards the close, had a tendency to advance. Paris, short, is quoted 25. 45 to 50; Amsterdam, short, 12. 2 to ¼; ditto, three months, 12. 3⅞ to 4; Rotterdam, three months, 12. 4; and Hamburgh, three months, 13. 8¼ to 9.

The arrival of the steam-ship *Britannia*, in something less than ten days from Halifax, has brought news from New York to the 16th inst. The principal subject of interest in this arrival is the affair of M'Leod, who has been remanded to take his trial according to the ordinary forms of American law. Opinions vary as to the result, but those to which we have been in the habit of attaching the greatest credit augur nothing unfavourable to the continuation of amicable relations between Great Britain and the United States. We trust that the result may justify this favourable anticipation.

Her Majesty's packet the *Ranger*, Lieut. Turner, commander, arrived at Falmouth on Thursday last from Mexico, having quitted Vera Cruz the 12th of June, Tampico 17th, and Havannah the 30th following. Freight, $ 500,000.

A telegraphic despatch, received in Paris on Thursday, announced that the mail reached Marseilles on that morning. Dates from Bombay, June the 10th; Alexandria, July the 19th; and Malta, July the 14th. The *Oriental* brought the despatches to Malta—there is no news from China.

Railway shares closed flat. Great Western, 19⅞ to 19⅝ pm.; ditto half shares, 3⅞ to ⅞ pm.; Birmingham, 70 to 72 pm.; South-Western, 53 to 54 per share; Gosport, 1 to 2 pm., ex div.; North Midland, 20 to 24 dis.; ditto new, 3 to 5 dis.; South-Eastern, 20 to 19 dis.; Eastern Counties, 15⅛ to 15 dis.; Blackwall, 3⅞ to ⅛ dis.; Brighton, 7⅞ to ⅞ dis.; and Greenwich, 7⅛ to ⅞ per share.—London Joint-Stock Bank, 17⅞ to ⅞; Union of Australia, 30⅞ to ⅞; and Canada, 28⅞.

AUSTRIAN LOAN.—The new Austrian loan has been contracted for by Messrs. Arnstein and Eskeles, S. M. Rothschild, and Simon G. Sina. The amount is 38,571,500 florins (3,800,000*l*.), in metallic bonds, of 5 per cent.; interest from the 1st of November, 1841; thus about forty millions conventional money, at 104. The sums to be paid in twenty-two monthly instalments, dating from the 30th of November, 1841, or before, at a premium (agio) of ¼ per cent.—at any rate, the interest to be reckoned up to the time of payment. The Austrian Government authorises the contractors to convert a part of the new bonds into scrips on the public debt, with Italian [illegible], or in bills on the public funds of the same kind. The Government, besides, engages not to convert for the space of fifteen years, and not to reimburse the 5 per cent. public [illegible]. If the exchange fall to below par the sinking fund to act with due energy; if, in consequence of extraordinary events, it fall to 80 per cent., and remained at this rate fourteen days, a new agreement to be made by the parties who are to be [illegible] from this.

LATEST PRICES OF IRISH STOCKS.—3 per Cent. Consols, 88⅞ to ⅞—3½ Stock, 98⅞ to ⅞—Ditto New, 1830, 98⅞—3½ per Cent. Debentures, 98⅞—Bank Stock, 172⅞ to ⅞—Kingstown Railway, 70—Dropheda, 75—National Insurance Company, 16⅞—City of Dublin Steam Company, 118⅞—ditto Stock, 1830, 80⅞—British and Irish Steam Company, 87—Hibernian Bank, 28—Royal Bank, 20—Mining Company of Ireland, 13⅞—Wicklow Copper Mines, 13⅞.

AMSTERDAM, JULY 27.—Actual Debt, 2½ per Cents., 51⅞ to 2; 5 per Cents., 101 to ⅛; Amort Synd., [illegible] per Cents., 99⅞ to ⅛; Commercial Company, [illegible] per Cents., 100 to ⅛; Loan, 1837, 5 per Cents., [illegible]. Exchange on London, 12 10; two months, 12 07½; on Hamburgh, 35 9⅞; two months, 35 [illegible].

HAMBURGH, JULY 24.—Austrian 5 per Cents., 107 bills; Bank Shares, 1620 bills; Russian-English Loan, 108⅜ bills, 108 money; 5 per Cents. Hamburgh Certificates, 102⅞ bills, 102 money; 5 per Cents. Hope and Co., 3d and 4th Series, 97⅞ bills, 97⅞ money; ditto, in Certificates, 97⅞ bills, 97⅞ money; New 4 per Cents., 1840, 95⅞ bills, 95⅞ money; Actual Debt, 5 per Cents., 50⅞ bills, 50⅞ money; Polish Bonds, 145 bills; New Tickets, 155 bills; Danish-English Loan, 3 per Cents., 75⅞ bills, 75 money.

BRUSSELS, JULY 23.—Actual Debt, 2½ per Cents., 53; Rothschild's Loan, 101⅞; Loan of 30,000,000, 92⅞; ditto 37,000,000, 79⅞; ditto 1840, 100; Bank of Belgium, 75.

VIENNA, JULY 16.—5 per Cents., 106⅛; 4 per Cents., 98⅛; 3 per Cents., 77; Bank Shares, 1578.

LEEDS, THURSDAY.—Since our last weekly report there has been little or no alteration worth notice in the share-market, and although money appears to be plentiful enough in London, especially in the British stock-market, very little seems to find its way into the share-market, or prices would certainly advance, considering the period of the year, and the improvement in the weather. Should the weather continue favourable, we still have a lingering expectation that there will be a rally in shares, before another month expires. No wonder that the York and North Midland shares continue in such demand, and at such high prices (viz., 25*l*. pm. for old, and 11*l*. for new) when the weekly traffic keeps continually increasing; last week it was 1905*l*., whilst in the corresponding week of last year it was only 905*l*.—showing an increase of 1000*l*. in one week, on a line about thirty miles long. The increase of traffic in the North Midland, during the past week, as compared with the corresponding one of last year, is equally remarkable, being 4514*l*. as contrasted with 2290*l*.; so likewise, in the Hull and Selby, the returns of last week show a decided increase, being 900*l*. against 600*l*. in 1840; it must be remembered the last two lines were only opened on the 1st July, 1840. Manchester and Leeds continue dull, at 20*l*. dis. Hull and Selbys are in decidedly better demand at 37*l*. to 38*l*. Leeds and Selbys are quiet at 26*l*.; so are North Midlands at 66*l*. Sheffield and Rotherhams remain as they were.—North Midland Railway, 66*l*.; York and North Midland, 75*l*.; Leeds and Selby, 95*l*.; Hull and Selby, 37½*l*.; Great North of England, 70*l*.; Manchester and Leeds, 49½*l*.; Sheffield and Rotherham, 32*l*.—Leeds Banking Company, 19*l*.; Leeds and West Riding, 10*l*.; Leeds Commercial, 3½*l*.; Yorkshire District, 9½*l*.; Yorkshire Agricultural and Commercial, 4*l*.; York City and County, 36*l*.; York Union, 17*l*.—Leeds and Liverpool Canal, 700*l*.; Barnsley, 270*l*.; Huddersfield, 27*l*.; Rochdale, 86*l*.—Leeds and Yorkshire Assurance Company, 12½*l*.—Leeds Old Gas Company, 19½*l*.; Leeds New Gas Company, 30*l*.—Leeds Commercial Buildings, 22*l*.
R. B. WATSON & Co.

HULL, THURSDAY.—With the exception of a few lots of Hull and Selbys, which have changed hands at our quotations (35½*l*. to 36½*l*.), our market during the week has been quiet. There seems a more general disposition to do business in the shares of some of the joint-stock banks, but with respect to those established in the town we have no bargains to record.—Birmingham and Derby Railway, 56*l*. to 58*l*.; Birmingham and Gloucester, 58*l*. to 60*l*.; Grand Junction, 202½*l*.; Great North of England, 77*l*.; Great Western, 84½*l*.; Hull and Selby, 35½*l*. to 36½*l*.; Leeds and Selby, 96*l*.; London and Birmingham, 161*l*.; London and South-Western, 54*l*.; Manchester and Birmingham, 22½*l*.; Manchester and Leeds, 50*l*. to 51*l*.; Midland Counties, 88*l*.; North Midland, 61*l*. to 67*l*.; Sheffield and Rotherham, 32*l*.; York and North Midland, 74*l*.; Newcastle and Carlisle, 99*l*.—York City and County Bank, 36*l*.; Yorkshire District, 9½*l*.; Hull, 7½*l*.; Yorkshire Agricultural, 4*l*.; Sunderland Joint-Stock, 6½*l*.—Hull Dock Company, 1200*l*.—Hull Gas Works, 25*l*.—Hull Flax and Cotton Mills, 112*l*.
COLLINSON & FLINT.

BRISTOL, FRIDAY.—Our market continues dull and inactive, although prices are firmer than for some days past.—Great Western Railway, 84*l*. to 85*l*.; ditto halves, 58½*l*. to 59*l*.; ditto fifths, 9½*l*. to 9½*l*.; Bristol and Exeter, 32*l*.; Birmingham and Gloucester, 59*l*. to 60*l*.; Cheltenham Union, 22½*l*. to 23½*l*.; Bristol and Gloucester, 2½*l*. to 3*l*.; Taff Vale, 63*l*.—Bristol Gas Company, 32*l*.; Clifton Gas, 78*l*.
LUKE ARNOLD.

GLASGOW, WEDNESDAY.—Ballochney Railway, 87*l*.; Dundee and Arbroath, 26½*l*.; Edinburgh and Glasgow, 38*l*.; Garnkirk and Glasgow, 4½*l*.; Glasgow and Greenock, 26½*l*.; Glasgow, Paisley, Kilmarnock, and Ayr, 38*l*.; Monkland and Kirkintilloch, 58*l*.; Slamannan, 38*l*.; Wishaw and Coltness, 40*l*. J. WATSON.

NEWCASTLE.—North of England Joint-Stock Bank, 4½*l*.; Northumberland and Durham District, 9*l*.; Newcastle, Shields, &c., Union, 8½*l*.; Newcastle-upon-Tyne Joint-Stock, 3½*l*.; Sunderland Joint-Stock, 6½*l*.; Stockton and Durham County, 7½*l*.—Newcastle and Carlisle Railway, 100*l*.; Newcastle and North Shields, 49*l*.; Brandling Junction, 33½*l*.; Great North of England, 74*l*.; Hartlepool Dock and Railway, 170*l*.; Stockton and Hartlepool, 50*l*.; Clarence, 30*l*.—London, Newcastle, and South Shields Shipping Company, 6*l*.; Port of Newcastle, 20*l*.; Gateshead and Tyne, 21½*l*.; Newcastle Union, 4*l*.—Newcastle Marine Insurance Company, 4½*l*.; Newcastle Commercial, 1*l*. 3s.—Durham County Coal Company, 6*l*.; Northern Coal Mining, 11*l*.
J. DREWRY.

BIRMINGHAM, THURSDAY.—London and Birmingham Railway, 161*l*. to 162*l*.; Great Western, 95*l*. to 96*l*.; London and South-Western, 54*l*. to 55*l*.; London and Brighton, 43*l*. to 44*l*.; London and Greenwich, 7½*l*. to 8*l*.; Birmingham and Derby, 58*l*. to 60*l*.; Birmingham and Gloucester, 60*l*. to 61*l*.; Manchester and Leeds, 50*l*. to 52*l*.; Midland Counties, 86*l*. to 88*l*.; North Midland, 65*l*. to 67*l*.—*Midland Counties Herald*.

MANCHESTER, THURSDAY.—Our market continues flat; only a limited amount of business done. Birmingham and Gloucester, 59*l*. to 61*l*.; London and Birmingham, 160*l*. to 161½*l*.; Manchester and Leeds, 50*l*.; Edinburgh and Glasgow, 37½*l*. to 38*l*.; London and South-Western, 54*l*.; Liverpool and Manchester, 201*l*. to 202*l*.; North Midland, 64½*l*. to 65½*l*.; Stafford and Rugby, 2½*l*. to 2⅞*l*.

MONMOUTHSHIRE COAL AND IRON TRADE.—An account of coal and iron brought down the tramroad during the week:—Coal, 13,182 tons 5 cwt.; iron 1559 tons 10 cwt. An account of coal and iron brought down the canal during the week:—Coal 1698 tons; iron, 2804 tons 10 cwt.—*Merlin* of Saturday.

NEWPORT.—Coal shipped at Newport from the 16th to the 22d July (both days included), 11,848 tons.—Iron brought down to Newport in the week ending 18th July: tramroad, 1559½ tons; canal, 2804½ tons.—*Merthyr Guardian*.

SHIPPING ENTERED IN THE PORT OF LONDON.—The following is the return of general shipping, with cargoes, arrived in the port of London from foreign ports, for the six months ended the 5th of July, 1840, and 1841:—

	British.		Foreign.		Total.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1840	1,837	373,750	994	147,998	2,831	521,748
1841	1,910	397,000	730	111,700	2,643	508,700
Increase	73	23,250	Dec 264	36,298	Less 191	13,048

SALE OF COPPER ORES IN CORNWALL
Sampled July 14, and Sold at Pearce's Hotel, Truro, July 29.

Mines.	Tons.	Price.	Purchasers.	Mines.	Tons.	Price.	Purchasers.
Consols	110	£8 6 0	Vivians.	Halleubeag	30	£1 5 0	Williams.
ditto	100	7 9 6	——	ditto	63	7 7 6	P. Grenfells.
ditto	97	4 19 6	——	Fowey C.	110	4 16 6	Vivians.
ditto	90	6 11 6	——	ditto	108	6 2 6	Williams.
ditto	67	6 1 6	Williams.	ditto	70	5 2 0	——
ditto	49½	5 9 6	Vivians.	Treasvean	165	6 18 0	Freemans.
ditto	47½	5 8 6	Williams.	ditto	104	6 16 0	——
ditto	79	9 1 0	——	ditto	64	4 6 0	——
ditto	39	4 13 6	Vivians.	Francis' ore	193	3 13 6	P. Grenfells.
ditto	39	4 15 6	Nevill & Co.	ditto	60	1 18 6	——
ditto	72	5 5 6	Williams.	ditto	22	2 6 0	——
ditto	71	9 16 6	Mines Royal	Tretoil	125	4 5 6	Vivians.
ditto	30	7 5 0	Nevill & Co.	ditto	63	5 5 0	Freemans.
ditto	33	7 3 0	Williams.	ditto	13	15 5 6	——
ditto	64	5 9 0	P. Grenfells.	Wh. Ellen	41½	3 18 6	——
ditto	61	4 19 0	——	ditto	41½	3 18 6	Williams.
ditto	33	4 7 6	Williams.	ditto	29	6 16 6	Mines Royal
ditto	52	5 1 6	P. Grenfells.	ditto	28	2 18 6	Vivians.
ditto	20	0 5 0	Vivians.	ditto	27	3 16 6	P. Grenfells.
ditto	5	4 7 6	——	Gt.W. Char.	84	3 7 6	Vivians.
United M.	123	5 11 6	P. Grenfells.	ditto	19	7 14 6	——
ditto	60	9 14 6	Mines Royal	W. Vyvyan	34½	2 0 0	——
ditto	60	9 14 6	Nevill & Co.	ditto	34½	2 0 0	Williams.
ditto	119	5 9 0	P. Grenfells.	ditto	16	6 2 0	——
ditto	53½	9 1 6	——	West Jewel	36	8 2 6	Mines Royal.
ditto	13½	9 1 6	Williams.	ditto	28	3 18 0	Nevill & Co.
ditto	110	9 3 6	Nevill & Co.	W. Brewer	38	3 19 0	Williams.
Halleubeag	34½	5 16 6	Vivians.	Wh. Tolsidy	26½	6 14 6	——
ditto	34½	5 16 0	P. Grenfells.	ditto	26½	6 14 6	P. Grenfells.
ditto	40	5 9 0	——	Wh. Leeds	33	4 16 0	Vivians.
ditto	40	5 9 0	Williams.	ditto	13	1 0 0	P. Grenfells.

TOTAL PRODUCE.

Consolidated	1200	£7474 15 0	Wh. Ellen	167	£ 766 17 6
United Mines	563	4336 2 0	Gt. Wh. Charlotte	120	679 6 0
Halleubeagle	253	1320 6 6	Wh. Vyvyan	84	200 19 0
Fowey Consols	281	1668 6 6	West Wh. Jewel	64	364 4 0
Treasvean	273	1614 16 0	Wh. Brewer	38	148 1 0
Francis's Ore	210	346 5 0	Wh. Tolsidy	53	356 8 6
Tretoil	203	1074 4 6	Wh. Leeds	46	161 0 6

Average standard, 129*l*. 11s.—Average produce, 7.—Average price, 5*l*. 14s. 6d.—Quantity of ore, 3,732 tons.—Quantity of fine copper, 263 tons 4 cwt.—Amount of money, 21,355*l*. 7s. 6d.—Average standard of last sale, 122*l*. 19s.—Average Produce, 7½.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Mines Royal Company	216	£1902 0 0
Vivian and Sons	1017½	5528 6 3
Freeman and Co.	393	2817 12 3
Grenfell and Sons	917½	4500 16 6
Sims, Willyams, Neville, Druce, and Co.	272	1120 5 6
Williams, Foster, and Co.	808½	5148 0 0
Total	3732	£21,355 6 6

Copper ores for sale on Thursday next, at Tyack's Hotel, Camborne.—Mines and Parcels.—East Wheal Crofty, &c., 720; Dolcoath, 423; Par consols, 203; United Hills, 127; Fowey Consols, 203; South Wheal Basset, 187; East Pool, 228; Wheal Park, 125; Trelleigh Consols, 112; Wheal Harriet, 80; Wheal Abraham, 53; Wheal Clifford, 80; Wheal Sparrow, 28.—Total, 2087 tons.

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth.—Mines and Parcels.—Wheal Friendship, &c., 327; Wheal Virgin, 342; Fowey Consols, 294; Wheal Treweran, 211; Tregothnan Consols, 107; Levant, 137; Wheal Unity Wood and Union, 181; Wheal Speed, 147; Wheal Providence, 180; Providence Mines, 97; Basset's Ore, 80; Wheal Vor, 30; Wheal Penrose, 41; Botallack, 80; Marazion Mines, 33; Trevoot, 30; Wheal Castle, 31; Wheal Plenty, 17; Wheal Mary, 1.—Total, 28-9.

SALE OF BLACK TIN,
By Ticket, on the 28th of July, at Truro.

Mines.	Tons.	Price.	Amount.	Purchasers.
Carnon	3½	55 2 6	£192 18 9	L. C. & W. Daubuz
ditto	2½	48 15 0	121 17 6	Williams and Co.
ditto	1	47 15 0	47 15 0	ditto.

Total tons, 7.—Total amount, £362 11 3.

SALE OF COPPER ORES AT SWANSEA.
Sampled July 7, and sold on the 28th.

Mines	Tons	Produce	Stand.	Price	Mines	Tons	Produce	Stand.	Price
Cobre	90	14	99	11 12 6	Chili	11	42½	92½	37 7 0
ditto	80	14	99½	11 13 6	ditto	102	20⅞	97	17 11 0
ditto	73	14	99½	11 12 6	ditto	40	20	97	17 3 6
ditto	70	22½	94½	19 0 0	ditto	14	52	91½	45 6 6
ditto	57	21⅞	96½	18 14 0	ditto	10	21½		withdrawn.
ditto	80	14	99½	11 14 0	ditto	10	22⅞		withdrawn.
ditto	70	22⅞	95½	19 8 6	ditto	2	15½		withdrawn.
ditto	60	14½	100⅞	12 1 0	ditto	14	22		withdrawn.
ditto	57	23	95	19 12 6	Knockmahon	121	7½	121⅞	6 17 6
ditto	48	14	99⅞	11 14 0	ditto	116	8⅞	117⅞	8 1 0
ditto	46	14½	98⅞	12 1 6	ditto	109	9⅞	116	9 1 0
ditto	106	13⅞	100½	11 8 6	ditto	97	11½	115	10 10 6
ditto	90	13½	106	11 12 6	ditto	55	8	119½	7 6 0
ditto	80	13½	100	11 12 6	Chili	110	25	96	21 15 0
ditto	64	22⅞	96	19 9 6	ditto	109	25½	95⅞	21 15 0
ditto	90	24	95½	20 12 6	ditto	76	25½	95⅞	21 15 6
ditto	80	22⅞	95½	19 10 0	Santiago	82	24⅞	95⅞	21 8 6
ditto	50	24½	94½	20 13 6	ditto	81	24⅞	96½	21 6 0
ditto	39	24	94⅞	20 9 6	ditto	80	24⅞	95½	21 3 0
Chili	90	20½	96⅞	17 7 0	Allihies	102	10⅞	115	9 13 6
ditto	64	20⅞	97	17 10 0	ditto	80	10⅞	115½	9 8 6
ditto	59	19	97⅞	16 6 0	Cronebane	49	7⅞	119⅞	7 0 0
ditto	56	31⅞	91	27 13 0	ditto	10	3⅞	146⅞	2 14 0
ditto	54	49⅞	92	43 2 6	Tigrony	25	8⅞	117⅞	7 14 6
ditto	41	27	94½	23 4 6	Lackamore	80	11⅞	115	10 11 0
ditto	32	23½	95½	20 2 6					

TOTAL PRODUCE.

Cobre	1324	£20085 12 6	Allihies	182	£1740 17 0
Chili	563	12635 19 6	Cronebane	59	370 0 0
Knockmahon	498	4174 11 0	Tigrony	25	193 2 6
Chili	295	6418 3 0	Lackamore	80	844 0 0
Santiago	243	5174 3 0			

Total tons, 3365.—Total amount, £51,634 8 6

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
English Copper Company	784½	£13413 10 0
Freeman and Co.	80	844 0 0
P. Grenfell and Sons	587	7576 3 6
Sims, Willyams, Neville, Druce, and Co.	138½	1748 10 0
Vivian and Sons	779	11592 16 0
Williams, Foster, and Co.	604	12258 6 0
Mines Royal Company	296	4201 3 0
Total	3269	£51,634 8 6

Copper ores for sale August 11.—Chili 86, ditto 78, ditto 73, ditto 44, ditto 75, ditto 55—Knockmahon 113, ditto 85, ditto 64, ditto 37—Allihies 123, ditto 91, ditto 73—Chili 89, ditto 50, ditto 44—Laxey 61—Melancrythan 68—Chili 32.—Total, 1322 tons.

LATEST CURRENT PRICES OF METALS.
LONDON, JULY 30, 1841.

	£ s. d.		£ s. d.
IRON, Eng.—Bar ton 0 0 0 to	7 5 0	COPPER—Foreign.... (dy. 37s.)	——
Do. Carg. in Wales	6 5 0	TIN, Brit.—Blocks.... cwt	4 0 0
Hoops ton	9 10 0	Bars do.	4 2 0
Sheets ton	10 10 0	Banca 0 0 0 to	3 12 0
Pig, No. 1 ton	5 0 0	Straits 0 0 0 to	3 10 0
Do. in Wales	4 5 0	Tin Plates—I.C. (box)..1 11 0 to	1 13 0
Foreign—Swedes, cn. bd. ton	12 0 0	I.X. do. ..1 17 0 to	2 0 0
Russian com... ton	14 0 0	(Others in proportion.)	
Duty 30s. per ton. P.S.I. ton	15 0 0	LEAD, Brit.—Pig ton	20 5 0
C.C.N.D. ton	18 0 0	Sheet ton	21 5 0
STEEL, Eng. Blistered, 25 0 0 to	45 0 0	Shot ton	22 5 0
Shear do. do. 45 0 0..	84 0 0	Red ton	21 5 0
Cast do. do. 45 0 0..	84 0 0	White (dry) ton	26 0 0
Foreign—Duty 20 per cent. Swedes in kgs bd ton	14 10 0	Do. (gd. in oil) ton	24*l* a 29*l*
Do. Faggots bd. ton	19 10 0	Foreign—Span. (dy. 40s.)	20 0 0
Milan.... bd. ton	0 0 0	SPELTER 0 0 0 to	33 15 0
COPPER, Brit.—Cake ton	98 0 0	For delivery 0 0 0 to	33 10 0
Tile do.	96 0 0	English Sheets	41*l* a 43*l*
Sheets lb.	0 0 11½	QUICKSILVER—(dy. 1d. per lb.)	0 3 11

REMARKS.—The English iron market is dull, Swedish in some little request.—The stock of Swedes steel has been bought up for Indian.—Copper continues steady.—Tin very flat.—Lead is in more demand, with firm prices.—Spelter is again in request, and expected to rule higher.—Quicksilver without alteration.

EXPORTATION OF GOLD AND SILVER.—By the official return published by the Customs, the export of the precious metals from the port of London to foreign and colonial ports, for the week ending Thursday, the 22d inst., was as under:—

Silver coin to Hamburgh	48,000 ounces.
" Calais	140,000 "
Silver bars to Hamburgh	73,800 "

COAL MARKET, LONDON.

MONDAY.—Price of coals per ton at the close of the market:—Adair's Main 13 6—Buddle's West Hartley 17—Blaydon Main 14 6—Carr's Hartley 17—Holywell Main 18—Nelson's West Hartley 16 6—New Garesfield 14 6—Old Tanfield 15—New Tanfield Moor 15—Ord's Redheugh 15 3—Pontop Windsor 15—Ravensworth's West Hartley 17 6—Tanfield Moor 20—West Wylam 16 6—West Hartley 18 6—Wall's End Clennell 16 3—Gosforth 19 3—Heaton 18 6—Hedley 17 6—Hotspur 17—Killingworth 18 3—Newmarch 17 3—Perkins's 16 9—Riddell's 18 9—Braddyll's Hetton 20 6—East Hetton 20 9—Haswell 20 9—Lambton 20 9—North Durham 15 3—Russell's Hetton 20 6—Stewart's 21—Whitwell 19 6—Caradoc 20 6—Cassop 20 6—Hartlepool 20 9—Kelloe 20—Tennant's Hartlepool 19 9—Adelaide 20—Brown's Deanery 18 6—Evenwood 17—South Durham 18 9—Seymour Tees 20 6—Tees Hetton 17 3—Killingworth 18—Blyth 14 3—Cowpen 16—Hartley 17 6—Howard's Netherton Main 16—Standrig 14—Holywell 17 6.—Ships arrived, 163.

WEDNESDAY.—Hebburn Main 17 6—Holywell Main 17 6—Nelson's West Hartley 16 3—New Garesfield 13 9—New Tanfield Moor 15—Old Tanfield Moor 15—Ord's Redheugh 15 3—Tanfield Moor 20—West Pelaw 14 6—Wylam 16 6—West Hartley 19—Wall's End Clennell 16—Heaton 19—Hedley 17 6—Killingworth 18 3—Newmarch 17 6—Northumberland 17 9—New Kenton 17—Riddell's 18 9—South Killingworth 15 6—Braddyll's Hetton 20 9—Haswell 21—Hetton 21—Lambton 21—Caradoc 21—Hartlepool 21—Whitwell 19 9—South Pelton Main 14 9—Adelaide 20—Barrett 18 9—Brown's Deanery 19—Cornforth 17 6—Richardson's Tees 18—Tees 20 6—Hartley 17 6—Howard's Netherton Main 15 9—Marley Hill 14.—Ships arrived, 30.

FRIDAY.—Adair's Main 16—Buddle's West Hartley 17—Bell Robson's 16—Holywell Main 16—Old Tanfield 15—Ravensworth's West Hartley 16—Smith's Pontop 14 6—Tanfield Moor 20—Wylam 16 6—West Pelaw 14 6—Wall's End Bewicke and Co. 20—Hilda 18 6—Hotspur 17 6—South Killingworth 16—Haswell 21 6—Lambton 21 6—North Durham 15—Tennant's Hartlepool 20 6—Adelaide 20 9—Barrett 19—Richardson's Tees 19—Hartley 17 3—Howard's Netherton Main 16—South Pelton 14 6.—Ships arrived, 12.

PRICES OF MINING SHARES.

Shares.	BRITISH MINES.	Paid.	Price
300	Anglesey	5	—
4,000	Bisson Bridge	5	1¾ 2
21,000	British Iron	60	62-65
6,300	Blaenavon	40	20
120	Brewer	—	90
70	Fredrich	—	120
1,000	Carn Brea	—	140
100	Copper Bottom	41	20
2,000	Cornubian Lead Co.	1½	1
6,000	Cornwall Great United	10½	1
1,000	Cubbire	10	⅛
512	Cook's Kitchen	—	60
112	Charlestown	—	470
5,000	Dartmoor Consols	5	2
17,000	Durham County Coal Co.	37	—
2,400	Dunsmoorhe	—	2½
4,000	De Dunstanville	—	—
1,000	Duffield	20	11
1,200	East Mulberry Hills	5½	3
256	East Pool	—	450
4,000	East Tretoil	½	¼
3,000	Great Wh. Prosper	7½	6¼
4,000	Great Wh. Charlotte	3	2
10,000	Hibernian	12½	3½
1,000	Holmbush	14	61
2,000	Isle of Sark (Guernsey)	11	23
20,000	Mining Co. of Ireland	7	13⅞
6,000	Polbreen	4	1
6,000	Polberro Consols	10	⅛
2,000	Bellerian	—	⅛
8,000	Rosewarne Consolidated	3	2
20,000	Rhymney Iron	30	25
100	Rosewall Hill	100	170
900	South Towan	16	1½
4,000	Tregollan	4½	⅛
4,000	Trelleigh Consols	4½	1½
4,000	Tamar Consols	9	2

Shares.	BRITISH MINES.	Paid.	Price.
6,000	Tin Croft	6½	3
4,200	Tretoil	1½	2⅞
1,000	Trevidgia	5	6
170	Treviskey and Barrier	—	170
96	Tresavean	—	1200
120	Trethellan	—	100
4,000	United Hills	5	6½
6,000	Wicklow Copper	5	13½
5,845	West Wheal Jewel	9	3½
1,000	Wheal Julia	—	6¼ ⅛
128	Wheal Kitty	—	90
	FOREIGN MINES.		
5,000	Alten Mining Company	12½	6
10,000	Anglo Mexican Co.	100	⅛
3,374	Do. Subscription	25	1
2,000	Bolanos	150	3
	Ditto Scrip	15	3
10,000	Brazilian Imperial	20	8
10,000	Bolivar	20	⅛
10,000	Ditto Scrip	10	2
12,000	Cata Branca } Brazilian	6½	7⅞
20,000	Cocaes	Co.	4	—
12,000	Cobre Copper Company	40	39⅞
9,200	Colombian Co. regis.	55	2
10,000	Copiapo Mining Co.	13½	9
20,000	General Mining Assn.	10	8
3,351	Mexican Company	10	2
12,000	Mexican and Cocaes	25	2
14,000	{ Real del Monte, regis.	118½	20
	{ Do. unregistered	—	20 ⅛
	Ditto Loan Notes	100	100
2,000	Royal Santiago	10	20
11,000	St. John d'el Rey	14½	3⅞
40,000	United Mexican	40	2
	Ditto Scrip, addl. capital	5	2
	Ditto New Scrip	5	3⅞

[For Railway Share List and Traffic Returns, see preceding page.]

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